

THE Hongkong Weekly Press

AND
China Overland Trade Report.

Vol. LXIX.]

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BIRTH.

On April 8th, at Green Park House, 134 Piccadilly, London, the wife of Mr. R. E. BELILIOS, of a son. (By wire)

MARRIAGES.

On the 24th March, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnson, M.A., GEORGE GRANVILLE SUTHERLAND, youngest son of the late Rev. W. Forsyth, D.D. of Abernethy, Strathpey, N.B., to MARGUERITE ELIZABETH elder daughter of the late Frank Moir, Esq., of Dundee, N.B.

On the 3rd instant, at H.B.M. Consulate General Canton, before H. H. Fox, Acting Consul General, and afterwards at Christ Church, Shameen by Rev. P. Jenkins, EDWIN ALFRED STANTON of Canton, to VIOLET MACKRELL, daughter of George Mackrell Smith, formerly of Canton

DEATH.

At Tientsin on the 8th inst., FREDERICK PERRIN COOPER formerly of Japan, aged 49 years.

Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.L.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The German Mail of the 10th ultimo, arrived per s.s. *Buelow* on the 7th inst.

The French Mail of the 12th ultimo, arrived on the 12th inst. per s.s. *Tonkin*.

FAR EASTERN NEWS.

Mr. B. Twyman, H.B.M.'s Consul at Chengtu, leaves Shanghai by the *Tenyo Maru* en route for Home on furlough.

Colonel "Bob" Love, the manager of Harms-ton's Circus, was attacked by smallpox at Manila. He was removed to the hospital last Saturday.

H.I.H. Princess Kuni of Japan was a passenger by the N. Y. K. steamer *Atsuta-Maru*, which passed through Hongkong last week. Her Imperial Highness is on her way to Europe to rejoin her husband.

It is announced in the Shanghai papers that Mr. H. A. Lammert is from the 1st inst. associated with the firm of W. Funder & Co. auctioneers, and signs the firm per procurator.

Recent Peking papers mention that H.E. the Viceroy of Canton has suggested to the Board of Communications that "the steamship service in the neighbourhood of Canton should be improved."

Major-General Broadwood was at Shanghai on the 1st inst. en route to Japan. The General is proceeding home via Siberia on short leave and expects to return to Hongkong in September.

The act authorizing shorter hours for civil service employees in the Philippines during the hot months, passed by the Assembly on March 12, was passed by the Commission without change on April 5th.

The Board of Agriculture, Industry and Commerce intends to memorialize the Throne to establish a large Government Silk manufactory on modern principles with the object of developing the trade.

H. B. M. Chargé d'Affaires at Bangkok informed the *Bangkok Times* on the 25th ult. that no petitions against the Treaty have been presented to or received by the British Legation from Chinese, Indian or other British subjects.

The death is announced at Hangchow of Mrs. Moule, wife of Bishop Moule, and mother of Mr. George Moule, Commissioner of Customs. Mrs. Moule had just passed her eighty-first birthday and had spent half her life in China principally at Hangchow.

The British cruiser *Andromeda* which brought out reliefs for several vessels on the China Station, left for home on Saturday. She took her departure at day break the sailors on board cheering and the band playing as she steamed out of the harbour.

It has been decided by the South Manchurian Railway Management to place the *Saikio Maru*, the well-known sister ship of the *Kobe Maru*, on the Dairen-Shanghai run sometime this month or early in May, so that the service will become twice, instead of once a week as hitherto.

Manila now possesses what is believed will eventually become the Coney Island of the Far East. This is Palomar Park, an aggregation of amusements which should become very popular. The human roulette wheel which made such a hit at the Carnival is to be in operation day and night.

The St. Andrew's Society of Shanghai last week entertained Mr. C. M. Bain at dinner at the Shanghai Club on his relinquishing the office of Hon. Treasurer of the Society and presenting him with a handsome silver rose bowl in token of the Society's appreciation of his services.

A jiu-jitsu class for ladies has been formed in Tientsin.

Two traders named Carroll and Wolf are reported to have been murdered by the outlaw Jikiris and his band at Siminor Philippine Islands between four and six o'clock on the morning of March 16th. Siminor is a small place on the Sulu Sea and is within the zone of the outlaw's operations. Regulars and Constabulary are working on the case.

A proposal to build a hospital for Chinese to the memory of the late Dr. Paulun of Shanghai is receiving an amount of financial support which testifies eloquently to the great respect in which the deceased gentleman was held in the Northern Settlement by all classes of the community. On the 31st ult. the subscriptions which had been received amounted to \$7,615 and Taels 2,820.

A remarkable achievement in wireless telegraphy has been effected by the *Aki Maru*, between Seattle and Yokohama. On leaving the former port the *Aki Maru* began a series of wireless communications with Seattle station, which was kept up without the slightest difficulty throughout the voyage. The vessel reached Yokohama on the 4th inst., and successfully reported her own arrival to Seattle, a distance of 4,240 miles.

Mr. A. W. Pontius, of the American Consular Service, reached Shanghai last week from Washington, en route for Swatow, to which place he has been appointed as Consul. Mr. Pontius came to China several years ago, and after studying in Peking as a student interpreter he was appointed Vice-Consul-in-charge at Tientsin, and afterwards Vice-Consul-in-charge at Newchwang. He proceeds to his new post after a week's stay in Shanghai.

The U.S. transport *Sheridan*, while staying in Nagasaki on the 21st ult. satisfactorily exchanged wireless messages with Manila, the distance between the two ports being 1,500 miles. At 4.25 a.m. on the 24th inst. the *Japan Gazette* received the following telegram from the T.K.K. liner *Chiyo-maru*, by "wireless" via Ochieshimusen, the most northerly wireless station in Japan:—"Chiyo-maru March 24th 3 a.m. 1,358 miles off Yokohama. All well GREENE."

Baron D'Anethan, the Belgian Minister to Tokyo, is a passenger by the N.Y.K. *Atsuta-maru*, which left for Europe on Wednesday. Baroness D'Anethan accompanies her husband. The Baroness is a sister of Mr. Rider Haggard, the well-known English novelist, and is herself the author of several books of conspicuous literary merit. Capt. Taylor, D.C. to H.E. the Governor went out to the ship to welcome the distinguished visitors and escorted them to Government House.

A disastrous fire for the second time in two years swept the Paco district of Manila last Wednesday afternoon with an intensity that left a large part of the district in ruins but caused no loss of life nor injury. The fire started from a cause still unknown in the interior of the district near the Concordia college and within an hour swept away several hundred nipa houses and about 25 residences of Europeans and Americans to the value of perhaps P100,000, besides burning the Santa Ana telephone cable, tying up the street railway system for nearly two hours, and putting the Paco fire engine temporarily out of commission.

SHACKLETON'S SOUTH POLE EXPEDITION.

(Daily Press, 3rd April)

Lieutenant SHACKLETON did not reach the South Pole, it is true, but he got almost near enough to hear the Hieland Man greet him from the truck, with the customary 'Coot' Marnin'; and that was more than ever mortal had done before. The *quidnuncs* had expected him to find a great many things there, and had been unwise enough to make out a list; but characteristically the vaticinations turned out like Hongkong weather forecasts, and were all untrue. They hadn't hit it off this time; which is perhaps not much to be wondered at considering how slender were the grounds they had to go on. For the last century the rising generation has learnt as its first lesson in geography that:—*the earth was round; just like an orange, and was flattened at the Poles*; and many of us, trusting to this wise utterance almost expected to find there, after the manner of oranges, a dimple. To the everlasting disgrace of Lieut. SHACKLETON, instead of a dimple, he found himself on an elevated plateau, almost two miles high. The protuberance of this Equator is only some thirteen miles so that the Lieutenant's elevated Plateau has shorn the dictum of the geography books of much of its glory. According to the meteorologists Lieut. SHACKLETON should have found the weather at the Pole delightfully genial; he ought, in fact, to have discarded his antarctic wraps and jumpers, and gone in for light flannels and yachting straw hat; but wickedly, he succeeded in getting himself and his crew all frost bitten with a temperature of some 73 degrees below zero. Doubtless at numerous meetings of the Royal Geographical Society all these dilinquencies will be duly brought up to his discredit; so perhaps for the sake of humanity, we need not here further dilate on them, but leave to others better provided with implements of torture the merited castigation.

Thanks to the enthusiasm of the last fifteen years the great southern Polar Continent is, at last, beginning to be fairly well known, but curiously nearly all our preconceived ideas have been proved to be unfounded. It is a dreary waste of uninhabitable land, whereon not a single mammal has been found, and where, except along its coasts, even the migratory Arctic birds find it difficult to establish a footing. Practically life of all kinds has been reduced to a minimum, and the explorer has to bring from more genial climes everything necessary to support life, so that exploration is attended with even greater difficulties than in the same latitudes in the northern circumpolar lands. The stalwart explorers who under all these difficulties;—and bearing still more literally even than in Arctic lands, their lives in their hands, are, if possible, entitled to still higher honour; for it is to an even greater extent true that it has been to careful foresight and organisation, added to perseverance and pluck of no ordinary kind, that the success of the two remarkable expeditions of Captain Scott, and Lieutenant SHACKLETON has been entirely due. It has not been, of course, possible in a telegraphic message all the way from the antipodes to do more than give the very briefest summary of the knowledge gained by the recent expedition, but from what we have been able to learn it has been neither small, nor uninteresting.

Scientific men have long foreseen that in the Great Southern Continent lie concealed many of the secrets of the past history of the world; yet it is remarkable how momentarily small has been the information already

elicited. Curiously all the geological evidences as yet collected have gone to show the extraordinary development in the regions about the South Pole of plutonic rocks, to the almost complete effacement of sedimentary formations. This is not to be accounted for on cosmical grounds, as in the exactly antipodal regions in the North, which, of course, would have been subjected to exactly similar cosmical conditions, sedimentary formations occupy a very important place. We know that at various periods from Carboniferous to late Tertiary, so late as the close of the Pliocene, the lands about the North Pole must have enjoyed a mild climate, as mild, in fact, as many sub-tropical regions at the present time; the cosmical, as compared with the terrestrial conditions must always have been similar in both hemispheres, as both must have received an equal amount of light and heat from the sun. Were the contemporary climates in the Antarctic regions similar; or did they differ to any marked degree? This is the great question to be solved by Antarctic exploration. Hitherto the only organic remains that have been found in Antarctic regions have been some obscure remains of fossil wood, but too far decayed to display sufficient structure to enable the order to which it belonged to be even approximately determined. Now it has been long known that the present Marsupial animals of Australia exhibit many points of resemblance to corresponding animals in South America, and South Africa, which the naturalist school of geologists can only explain, they allege, by presuming a former land connection. This theory is especially nauseous to a certain school of geologists who hold the theory that such as the surface of the earth now is, so it has been for countless ages.

Another school, that of the physicists, has recently been rising into importance, with theories not quite accordant with either. The earth, according to the new school, is in a state of what they call *Isostasy*;—that is to say, the internal and external forces are so nicely balanced, that the whole assumes a form dictated by the wants of internal gravitation. Thus the Himalayas are what they are because the matter under them which attracts them by its gravitation is lighter than that under the neighbouring plains. Geologists have long been wandering in search of their particular "philosopher's stone," which would enable them to raise up mountains where they most desire them; so they are momentarily enchanted with their late opponents, who, they assume, have at last found out for them the "elevatory force" which they have so long desired. Viewed from the outside all these theories present much the same aspect as the strife of the old Schoolmen, who worried themselves over the substance, and divided themselves into the two bitterly opposed schools of the Homosunists and Hombosunists,—oblivious of the fact till pointed out from outside that after all there was but the "jot" of difference. All these schools are equally looking to the new continent to find themselves right, and Lieutenant SHACKLETON's unexpected mount-in plateau at the South Pole, where, according to the geologists, it has no business to be, will doubtless prove the cause of much indiscriminate quill-breaking, and heart-agitating. After all, all these schools are, of course, right, but all are equally wrong in supposing that their particular application of their own theories is sufficient to explain everything in nature. The geologists cannot be brought to see that the force of gravity

which for him only acts in carrying matter from the tops of the mountains and dropping it in bottoms, may after all be concerned in the formation of the very mountain chains it momentarily is engaged in destroying. The physicist, intense in studying the isostasy of the same mountain chain, forgets that Jupiter and Venus by the seemingly negligible factor of their gravitational action on the earth may actually have had a hand in the same process. Finally the meteorologist, who quite dissents from Lieutenant SHACKLETON's weather experiences, is apt to forget that cosmic influences, and even gravity itself may have much to say to climate. Reasoning from analogy there is good reason to believe that the law of decrease of temperature with increase of height cannot be quite the same where nights and days are of six months' duration, as where they interchange every twenty-four hours, yet, of course, the increase of temperature under pressure would be the same in both instances; this alone would afford an efficient explanation for the fact that while Captain Scott found his southerly winds under Mount Erebus were invariably warm, Lieut. SHACKLETON when he came to the lofty plateau off which these same winds were blowing found the average temperature the coldest yet registered on the earth. Altogether there is a vast amount of scientific information to be gained by Antarctic exploration; and the curious result that the information gained is almost invariably contrary to previous conclusions, so far from damping our desire for further exploration, should have the directly opposite effect in stimulating our efforts. The late Professor HAUGHTON used to say of physics that his bad experiments always turned out the best. Lieut. SHACKLETON's most uncalled-for discoveries will probably in the end be equally hailed for the light they throw on terrestrial physics.

PHILIPPINES AND FREE TRADE.

(Daily Press, April 5th.)

Though a large number of natives of the Philippine Islands on the Fourth of July last signed the monster petition in favour of Free Trade between the islands and the United States, yet now that the proposal is embodied in a Bill at present before the Washington Congress there appears to be a considerable body of public opinion in the islands strongly opposed to the measure. The Filipino Assembly has passed a resolution disapproving it, and the Filipino Chamber of Commerce has expressed the opinion that the free importation of American products into the islands should be limited to agricultural and industrial machinery and other machinery useful for exploiting the hidden wealth of the country. The Chamber, which formerly favoured no limit to the free importation into the United States of the products of the Philippine Islands, has changed its opinion and accepts certain limitations which are proposed by Congress, but asks that no limit to free importation should be imposed on hemp. According to the American newspapers published in Manila the hostile attitude of the Filipino Assembly towards the Payne Bill is inspired by the idea that the Bill would detrimentally affect the prospect of the attainment of independence for the islands. This fear was, in fact, expressed in a rider to the resolution passed by the Assembly, but it is denied by members of the Assembly that this constitutes their predominating objection to the proposal. What they say is that unlimited free importation of American products means a

large falling off in the revenues of the government derived from the Customs, and the consequent increase of taxation from other sources at a time when "the country cannot stand the increase in view of the fact that the economic conditions are worse than they have ever been." The object of the rider to the hostile resolution is declared to be simply "to keep before the minds of the American people the desire of the people of the Philippines for the independence of their country." A Committee delegated to lay before the Philippine Commission the objections of the Assembly to the proposal appears to have failed to secure the endorsement of the Commission, and the Assembly therefore proposes to appeal direct to Washington through its special representative at Congress. It strikes the outsider as very extraordinary that the leaders of opinion among the natives of the islands should have only now discovered objections to a proposal which has been prominently before the country for several years. When petitions were being signed in July last in all the principal cities of the Archipelago in favour of mutual free trade between the islands and the United States no voice of protest that we can remember made itself heard. Therefore, at this late hour, the news that the Filipino Assembly, and the native chambers of commerce are opposing the measure must come as a great surprise to the Washington legislature. Whether the economic reasons now adduced against the measure are sound or not, there will certainly be a disposition to regard this sudden change of opinion as dictated by the political consideration embodied in the rider to the resolution passed by the Assembly against the proposal. At any rate it seems too late in the day now to be advancing economic objections against a proposal which has so long been advocated without any indication of strong opposition, and it certainly does not enhance the world's respect for the capacity of the Filipinos for self-government to learn now that their previous approval of Free trade was due to the misunderstanding that it meant only the free importation of the products of the Philippines into the United States and not the free importation of American products into the Philippines.

FOREIGN LOANS TO CHINA.

(Daily Press, April 7th.)

The conference of English, French and German bankers which has been held at Paris to discuss a proposal for an international loan to China is one of which it would be very interesting to know a good deal more than the telegrams have told us. Presumably the loan in question is the object of H. E. TANG SHAO YI's visit to Europe. We have not been informed in the telegraphic dispatches of the amount of the loan China desires, nor the purposes for which the money is required, but we may conclude that the loan is required for purpose of accelerating the construction of China's many railway projects. It has long been known that China has been negotiating for a loan of some four millions sterling to finance the construction of the Canton-Hankow line. In 1905 when the Hongkong Government lent the money to China to buy out the original American concessionaires, and others, of this line, one of the terms of the agreement was that if the Chinese Government desired or required foreign capital or assistance, appeal would be made to British capitalists. According to reports which have been appearing lately in the Chinese newspapers, an appeal was

in fact made to British financiers for a loan but the guarantees offered by China were not deemed good enough to enable the negotiations to be successfully carried through. It has since been stated that the loan has been offered by the Deutsche-Asiatische Bank. The references in to-day's telegram to the Convention of 1905; and to a protest to be entered by the British and French groups against China concluding a loan without previously advising the British Government seems to refer specifically to this particular railway loan, though it is not obvious what *locus standi* the French financiers have in the matter other than the interest which they possess in common with every prospective bondholder in seeing that China honourably abides by the agreements she has entered into. Doubtless the recent scathing indictment of the work on the Shanghai-Hangchow-Ningpo Railway sent to the *Times* by Dr. MORRISON, has caused investors in Chinese bonds a good deal of anxiety. British investors lent China £1,500,000 for this railway, and Dr. MORRISON informed them that the loan conditions have been violated, that the loan funds are being squandered and the interests of the bondholders jeopardised. As a matter of fact, however, the bondholders in this particular case are not likely to suffer, for, as a correspondent has since pointed out in the *Times*, this loan, which requires an annual service of £75,000 for the next nine years is secured by a first charge on the surplus earnings of the Imperial Railways of North China. For the year 1907 those surplus earnings amounted to £379,000, and until the first charge due to the Ningpo bondholders had been paid into the Hongkong and Shanghai Bank, the balance earnings were not available for the purposes of the Government. Therefore in this particular case the bondholders have little need to be alarmed, but the way in which this loan of £1,500,000 has been used must tend to make prospective investors look very carefully into the details of the security offered for new loans. It is a serious blow to Chinese credit that a conference of European bankers convened to consider a proposed international loan to China should have proved abortive, owing to differences of opinion regarding the efficiency of the control to be exercised over the employment of the money, and that the absence of adequate guarantees compelled the British and French groups to withdraw the offers they had made towards the total amount required. It seems almost incredible that after subscribing to a protocol which laid down the minimum security necessary for the proper application of the loan, the German bankers should have gone back on that agreement and agreed to lend to China the money she requires on terms which the protocol implies are unsafe. As the statement stands it is not without considerable significance, for it would seem to suggest that Britain's "sphere of influence" in China which the Convention of 1905 was designed to protect is assailed, and the British Government is unlikely to quietly submit.

An action has been started in H. B. M.'s Supreme Court for China against the China Mutual Life Insurance Company, the plaintiff—a native named Din Lau-sai of Foochow—bringing suit to recover Tls. 15,000 on an insurance policy. By leave of the Court evidence will be taken before H. B. M.'s Consul at Foochow, prior to the case being tried in the Supreme Court at Shanghai. Messrs. W. S. Fleming and F. V. Brooks, counsel for the plaintiff, and Mr. Loftus E. P. Jones, representing the defendants, have gone to Foochow in connection with the taking of evidence on commission.

SLAVE TRAFFIC IN HONGKONG.

(Daily Press, 8th April.)

When the patriotic feelings are stirred we are wont to refer with pride to Hongkong as the farthest outpost of the Empire, and incidentally we may be led to speak of the blessings and advantages which have followed our stay here. Few will cavil at the statement of these. They are very apparent and cannot be gainsaid. But we have not by any means reached the goal of endeavour. We have many evils to check; we have many abuses to remedy. And none more clamant than the trafficking in human beings which still continues, more or less openly, in the colony.

Of late we have felt in Hongkong the influence of purists at home. Public consciousness has been roused to rather precipitate action by lurid pictures of opium dens and their wretched patrons, but what would be thought in Great Britain were it known that even under the "flag of the brave and the free" there obtains a system of buying and selling women and children, aye, and occasionally men, which cannot be distinguished from slavery? We are all aware of this in Hongkong, but the fact is not so startling as it once was, because familiarity with the distressing circumstances have somewhat dulled our susceptibilities. That such a state of affairs should be found in a British colony does not conform to the generally accepted British ideas as to the liberty of the subject, and were greater thought given to the fact that human beings are daily bought and sold in Hongkong it is not difficult to anticipate the outcry which would be raised by the good folks at home, though if they succeeded in inducing the local authorities to take additional measures to remove this reproach their efforts would not perhaps occasion so much criticism as those from which this Colony has recently had cause to complain. However, that by the way. The point is that more might be done to put a stop to the practice of trafficking in children which gives rise to considerable kidnapping even in Hongkong. It is quite an everyday occurrence for a boy or a girl to be reported to the police as missing. On the face of them, those reports would suggest little beyond some more or less temporary family loss, but to those with a knowledge of Chinese life and the many peculiar ways that are inexplicable to the Western mind, they speak with eloquence. They reveal the operations of the unholy trade which flourishes by snatching children from their parents and selling them to other Chinese who put them to a variety of uses. Perhaps it is not common knowledge, but Europeans in charge of educational institutions here can testify that so great is the dread among the better class Chinese of losing their children that they do not allow those of tender years to travel to school alone. Servants have to accompany them to the school gates, servants wait for them on leaving school, and on no account must the young people undertake even the shortest and apparently safest journeys by themselves. Older girls who might be expected to be able to look after themselves are also guarded by amahs inasmuch as they offer greater temptations to the kidnapper. We occasionally flatter ourselves that the individual is as safe in Hongkong as in any city at home, but with these facts before us it is difficult to subscribe to the statement.

To understand the causes underlying this practice, the exceptional place which a son occupies in the affections of a father has to

be remembered. As an ancestor worshipper he anticipates posthumous attentions from his offspring, but more material perhaps is the wish to secure that support which all Chinese sons render to their parents or foster parents when overtaken by old age. Where there is no offspring Chinese buy and rear sons as their own for the same causes. Of course there is also the grossly commercial purchase of getting a boy for a small sum, training him to some trade or occupation and then selling him at a greatly enhanced value. With regard to girls the case is different. They are bought with a view to their being sold as servants in native families or being kept to the age when they can be profitably disposed of as wives or concubines. There is another fate to which many are condemned, and that is too well known to call for particular reference at present. With a knowledge of these facts, it is easy to realise the commercial possibilities of kidnapping. Of course the risk is great, at least in Hongkong, but in neighbouring ports the nefarious trade can be conducted in comparative safety. The method is very simple. A man or woman by appealing to childish feelings may induce a little one to follow him or her, and once out of sight of the family residence, it is not difficult to get away with the child. Children stolen from Hongkong are usually taken to the mainland whence negotiations are opened with the parents for ransom or where negotiations are opened for their disposal. As a rule children are seldom bought to be kept in Hongkong. The risks of discovery are too great for that. They are usually sold to persons in Siam or Singapore. Boys are frequently sold to contractors, and it is remarkable that they are passed like chattels from one to another without their realising that they are being sold. Otherwise it seems difficult to account for youths of eighteen and upwards not breaking their bonds and asserting themselves as free agents. Even the immigration laws are evaded by those responsible for the sale. Girls on the other hand are even more easily bandied about. Accustomed to regard themselves as little better than mere chattels, they make no protest at a change of ownership.

Admittedly it is not easy to suppress this evil. The Chinese themselves in reporting the cases are given to distorting and exaggerating the facts which make it difficult for the police to appraise the statements made to them. Many report the loss of a child to "save face," and even the stolen children add to the difficulties because they are schooled to call the parties uncle or father or mother and to tell the tales they have been ordered to tell, thus protecting the people from whom they should wish to be protected. Then, strange to say, the law affords protection to the purchaser. It acknowledges the proprietary right of the individual who has bought an adopted son or daughter, or who has acquired an apprentice or a servant. Thus, though it be perfectly well known that a young person has been stolen, and the party buying him or her makes himself criminally liable if the transaction were other than in flesh and blood, the law cannot touch him, an immunity which is not calculated to further the ends of justice or to enable those engaged in the work of suppression to strike at the root of this crying evil. Our authorities are faced with the bounden duty of removing this reproach from our midst and should bestir themselves by adopting measures which will make the infamous trafficking impossible and secure for each that personal freedom which the protection of the British flag is understood to afford.

THE CANTON-KOWLOON RAILWAY.

(Daily Press, April 9.)

It is gratifying to learn from the speech delivered by Mr. FRANK GROVE, the Engineer-in-Chief of the Chinese section of the Kowloon-Canton Railway, at the interesting little ceremony which took place at Canton on Wednesday that he sees no reason at present to depart from the terms of his estimate that trains will be running for through traffic with the British section on or before July 1st, 1911. This will be nearly twelve months after the date by which the British section is estimated to be completed, but the announcement made by Mr. GROVE is welcome in Hongkong as removing an impression that owing to the delay in starting the Chinese section we might have to wait much longer than twelve months before through connection is established between Kowloon and Canton. There cannot be the slightest doubt that the railway will speedily lead to enormous developments in the district it traverses, and possibly both the Government of Hongkong and the Government of Canton will look at the start, more to the traffic between intermediate stations for the returns than to the through traffic from terminal to terminal. At least it is not very obvious yet to the man-in-the-street how the railway is going to successfully compete with the steamboats for the great passenger traffic that exists between the two. An hour's difference in time of transit is not a matter of serious concern to the average Chinaman, but the amount of the fare is a matter of great importance. It will probably seem to many that H. E. Sir FREDERICK LUGARD drew a bow at a venture in suggesting that H. E. the Viceroy of Canton might, when the railway is completed, run down to Hongkong after breakfast, take lunch at Government House, and get back to Canton the same evening, with plenty of time to spare for business or pleasure in Hongkong. That will only be possible with express trains from terminal to terminal running at the rate of forty or fifty miles an hour. Nowhere East of Suez, we believe, not even on the trans-Siberian railway, are trains running at that speed at the present time. Yet, if there is to be any considerable through passenger traffic it will only be obtained by greatly reducing the time of transit taken by the river boats. Ordinary trains, stopping at every station along the line of route are not likely to average more than twenty miles an hour. As the entire length of this line will be 112 miles, a speed of twenty miles an hour gives about six hours for the journey against between seven and eight by steamer. Then the cost factor enters into the question. On the German railways in Shantung the passenger rates per mile are 5 cents for the second class, 2½ cents third class, and 1½ cents fourth class. If these rates obtained on the Canton-Kowloon railway the fare of a fourth-class passenger would amount to \$1.40 for the through journey, whereas by steamer the fare for steerage passengers is 70 cents, by day boats, and 50 cents by the night boats; and it has been much less when competition was keener. These are questions upon which it is interesting to speculate now, but they will all doubtless be settled in due course in a way calculated to attract a traffic remunerative to the railway. We all know that the railways at present running in China earn good dividends, and as an example of what may be done in South China we have the short length of railway

running between Canton and Shamshui, which, we understand, shows results that are probably not excelled by any railway of the same mileage in the world. We feel sure that when once the Canton-Kowloon railway is open to traffic all doubts which may now exist as to the probability of it attracting sufficient traffic to cover expenses will speedily be resolved. There can be no doubt that as sections of the great trunk line between Canton and Hankow are completed, and as the mineral wealth of the interior of China is developed, there will be an increasing volume of both freight and passenger traffic over the line to Kowloon, for as His Excellency Sir FREDERICK LUGARD pointed out, it will be of enormous advantage to the Chinese to have railway access to a great emporium of trade like Hongkong, and with goodwill and hearty co-operation on the part of those who control the two sections of the line we ought to be able to look forward with confidence to the prosperity of the enterprise.

RANDOM REFLECTIONS.

It was rather unfortunate that so many official changes should have taken place on the first of April. Suggests that somebody has been "had."

The ice war is opportune. The warm days are coming and we can view their advent more comfortably when we reflect that we can have more ice in our drinks than before.

The boys who chase the balls on our tennis courts have not advanced so far as those in Manila where they have gone on strike at one club for a higher rate of compensation for an afternoon's work. They wanted thirty cents instead of the regulation ten cents, but whether there were blacklegs or whether they were made to see wisdom they returned to business at the old rate. Had they been Chinese boys they would probably have combined a strike with a boycott. So far we have been spared a labour dispute of this sort, and we may rejoice in our good fortune, for would it not be terrible to chase our own tennis balls on a hot afternoon?

Who said Hongkong was in a bad way financially? Let him retract. Let him eat the leak. Let him for ever hold his peace. We are not in a bad way. On the authority of the Colonial Secretary—and one would as soon think of disputing with a lady as with the gentleman who presides over the Colonial Office—we know that we can spend the little matter of eleven thousand dollars without its affecting our monetary balance. Revenues may shrink, but maskee! we are always able to foot whatever bills are presented, and keep smiling.

How curious! Pardon, dear reader, the pun is not intentional. The exclamation was inspired on reading "An edict, by the request of Imperial Household issued yesterday appointing H. E. Shih Shu, the Grand Secretary, to perform the work of binding up the hairs to form a cue for the Young Emperor on the date of the expiration of the Imperial Mourning."

A fortnight ago I had a reference to the endless chain prayer which is being circulated in Hongkong by some misguided zealots. The subject has evidently inspired a correspondent, who, I am afraid, is sarcastic, for he writes as follows:

SNOWBALL SERIES No 2.

Oh, whatana Ssiam!

Oh, whatana Ssiam!

Oh, whatana Ssiam!

Ana Siam!

Tune "God Save the King."

The above extract from the Siamese national anthem should be sung, three times for nine consecutive days before breakfast and whilst fasting. A copy of it, signed, should be sent to nine different acquaintances, with a request to "Pass it on." The results will be found surprising, the recipients being in cordial agreement.

We have had to admit that our lady friends by residence here have lost the bloom on their cheeks which first charmed our masculine eyes, but we may yet hope to see the rosy red suffusing the faces that are so pallid. I read that a beauty doctor has discovered a means of tattooing a blush by an injection of harmless vegetable colouring under the skin. The process suggests in its effect that the patient has been spending weeks in the sunshine, and, unlike rouge, the blush will not wash off. No need to send the wife for a trip to Japan now when she looks pale. Operate the tattooing needle and when she looks as healthy and as beautiful as the blushing Hebe she cannot have the hardihood to ask the "man wot pays" to give her an excursion.

We have a fellow feeling for the hero of the story told by Sir James Dewar, and though he is Scotch we cannot help regarding him as a brother. Sir James relates how when in the Highlands of Scotland one summer, he stopped at a farmhouse for a cup of milk. "What a superb place to live in," he remarked to the farmer. "On, aye," he answered, "it's a' right; but hoo wad ye like to have to walk fifteen mile ilka time ye wanted a wee glass o' whisky?" "Why don't you get a bottle and keep it in the house?" Sir James suggested. The farmer shook his head sadly and said, "Whisky won't keep." Aye, we've all realised that, even in this part of the world.

Can a woman lie? It would be a brave man who would answer the question in the affirmative in the presence of one of the fair sex, though it does not require so much courage to make the assertion in the columns of a newspaper as is being done in America. An Italian professor is quoted as having said that "no woman can get along without lying at least a hundred times a day," but chivalrously adds "I never could bring myself to condemn lying, for in doing so I would condemn women: their prevarications are part of the delicate comedy of life." But the courtesy of the Italian is far eclipsed by the Attorney-General of Tennessee. When a woman swore that her husband charged with murder had been at home on the night in question, afterwards, on being confronted with her husband's confession, admitted that she had said the thing which was not and begged leave to amend her testimony, the Attorney-General gallantly repudiated the insinuation of a barrister that she must have told an untruth and declared "I want to go on record as saying that a woman cannot lie. It is abhorrent to nature to believe that she can: she may be mistaken or misled." With such conflicting opinions, the mere man may wonder "where e are," but it seems to me that though no lady would like to be described as a prevaricator she would not object so seriously to being told that her infirmity is not dishonesty but merely mental obliquity.

RODERICK RANDOM,

HONGKONG.

At the Magistracy on the 3rd inst. Mr. F. A. Hazeland fined a native \$100 for taking two boxes of dynamite on board the U.S.S. *Helena* without distinct marks.

At the Magistracy on April 5th a Hungarian clerk was charged with having embezzled seven thousand guilders within the jurisdiction of the Netherlands Indies. The offence was committed it is alleged, in Batavia. The case was remanded for a week.

It is perhaps not well known that in Hongkong it is prohibited by Ordinance to offer for sale from the month of March to the month of September inclusive any pheasant or partridge. On April 8 at the Magistracy a stallholder in the Central Market was fined \$5 for having sold a brace of pheasants.

A verdict of accidental death was returned on April 8 by the jury which sat with Mr Kemp at the Magistracy to conduct an inquiry into the circumstances of the death of an excavating coolie who was killed on the 23rd March at Hunghom railway heading by a fall of stone which crushed him. It appears that he was engaged filling waggons of the railway when the stone fell from the hillside and crushed him, death being instantaneous.

The appointment of Mr. Ho Kom Tong to be a member of Sanitary Board vice Mr. Fung Wa-Chun is gazetted.

At the February meeting of the Committee of Management of the Union Church it was decided to erect new coolie quarters on a site behind the church hall, and the seatholders were asked by circular to provide by special contributions a sum of \$1,200 for this purpose. There was a ready response, the whole sum requisitioned being subscribed.

At the annual business meeting of the Union Church Literary Club the following gentlemen were elected to constitute the new Committee:—Messrs. E. F. Aucott, W. D. Braidwood, A. Bellamy Brown, F. Browne, A. S. D. Cousland, C. C. Hickling, P. H. Holyoak, J. C. Joughin, J. R. Wood, and Dr. J. C. Thomson, with the Rev. C. H. Hickling, *ex officio*, President.

Mr. R. Mitchell, chief manager of the Hongkong and Whampoa Dock Company, has resigned his position after 25 years' service. Mr. T. I. Rose, the Secretary, has also resigned. Other important changes in the staff are impending, in consequence of recommendations made by Mr. Dyer, the expert from Home, engaged by the Directors to investigate the working of the Docks with a view to the more economical and efficient working of the establishment.

The Committee of Management of the Union Church had before it at the January meeting a letter from Mr. J. Dyer, Ball, i.s.o., intimating his retirement from the Government service and his consequent non-return to the Colony. It was felt that Mr. Ball's long connection with Union Church, the very special services he has rendered in almost every office that may be held in the church, and the leading share he has taken in very many undertakings outside this Congregation for the benefit of both Europeans and Chinese, demanded special recognition; and a resolution was placed on the minutes recording Mr. Ball's services to the church and the Colony in this respect. A copy of the resolution was sent to Mr. Ball in the form of an illuminated address.

It is well known that many of the Chinese fishermen in the neighbourhood of Hongkong use dynamite for purposes of fishing. The dynamite is exploded in the water and the fish are stunned, being easily gathered in then by means of netts. The other evening Police Sergt. Gordon attracted by the noise of explosions followed in a small fishing boat the fleet which was working between Cheung Chau and Lamma Island and came upon about 120 boats which were using torches to attract the fish and discharging dynamite in the water. He managed to get into the middle of the fleet and captured seven of the owners of boats and brought them to Hongkong. They were placed before Mr. Hazeland at the Magistracy on April 5th and were each fined \$50, the alternative being two months' imprisonment.

A SHOOTING ADVENTURE.

An interesting story was told at the Magistracy on the 5th inst. when a Chinese was charged with bathing in the reservoir at Shauiwan. It appears that Mr. Pendlebury, the overseer of the reservoir, and his friend Mr. Edwards, were in the neighbourhood of the reservoir looking for birds. Mr. Pendlebury took aim at a bird which he saw on a tree but missed. Accordingly he discharged the second barrel. This was followed by a loud yell which certainly did not come from a bird. Mr. Pendlebury dropped his gun and ran in the direction of the sound where he came upon a frightened Chinaman who was bleeding from several shot wounds. Inquiries were at once made and it transpired that the Chinaman, who was guilty of trespass, had gone to the reservoir to bathe himself, though he denied this suggestion and said that he went there to wash his clothes, a statement which of course did not improve his position. Hearing the shot fired it appears that he rather indiscreetly attempted to raise himself from behind the rock where he was unseen in order to see what was happening. Then it was he received part of the contents of the second discharge. Mr. Kemp, before whom the case was heard, imposed a fine of \$75 or three months' imprisonment.

THE ABERDEEN MURDER.

The brutal murder committed on the Peak Road last week is still shrouded in mystery. The additional evidence gained by the police has not afforded any valuable clue, and the case will in all probability prove a hard one to unravel. The murdered man was last seen in a barber's shop at Aberdeen, where he called for a shave, and another strange Chinese followed him into this shop, leaving again just after the visitor from Shanghai. The second man was alleged to have stolen a razor from the barber, but this the latter denied. The murderer chose as the place of attack an elevated part of the Peak Road, from which he could see a long distance in either direction. It also happened to be a quiet part, and on one side of the road was a steep precipice. There were indications that the assailant had attempted to throw his victim over this precipice, but finding the task more difficult than he had expected owing to the dense scrub, and probably being in a hurry to depart from the scene of his crime, he left the body by the roadside, partly concealed by stones. The motive of the murder appears to have been revenge rather than robbery, for a number of subsidiary coins and two pawn tickets from Canton were found on the dead man.

A gruesome discovery was made on the Peak Road, near Aberdeen, on April 2nd when the body of a Chinese was found lying by the roadside with his throat cut and his head battered in. The murdered man was apparently a visitor from Shanghai, and was dressed partly in European clothing. Appearances indicate that there was more than one assailant, and that the victim put up a desperate fight for his life. The palms of both his hands were deeply cut, showing that he had attempted to seize the knives with which the murderers attacked him. Then he was overcome by superior force, and his bloodthirsty attackers completed their ghastly task. After cutting the throat, hacking the head and ripping the abdomen of the victim they battered in the head with stones, and when the body was found a mound of stones covered the head. Little information regarding the crime could be gleaned yesterday, but the police are now busily engaged on the case.

JAPANESE AND JIUJITSU.

A Japanese clerk named Shosaki appeared before Mr. F. A. Hazeland at the Magistracy on the 2nd inst. on charges of disorderly conduct, assaulting the police and damaging a constable's uniform. The defendant told the Court that he had been "celebrating the third year of his shop", and apparently he celebrated the occasion not wisely. The evidence showed that as he was proceeding along the road at Wanchai he surprised a lukong by embracing him and giving him a gratuitous lesson in jiu-jitsu. The lukong attempted to arrest Shosaki, but finding himself unable to cope with the boisterous Japanese he summoned two European constables to his aid. P. C. Wilson was the next man to lay hands on the defendant who again showed his skill in the Japanese art of self-defence by nearly breaking the constable's arm. With the assistance of the other European, however, Shosaki was taken to No. 2 Police Station and deposited in a cell. There he continued to shout and scream for some time, but eventually calmed down. After hearing the evidence yesterday his Worship imposed a fine of \$5 or fourteen days' imprisonment on each of the first two charges, and ordered the defendant to pay fifty cents compensation for damage done to the lukong's uniform.

The folly of not letting well alone has been strikingly instanced at Batavia by a native assassin who, made for a sum of money, murdered a schoolmaster who had made many enemies by practising the black art. The criminal court, before which he confessed his guilt, held that the sum promised proved too great a temptation to be resisted by the assassin whose greed had been aroused, and that this should count as a mitigating circumstance. The sentence passed was only 20 years' hard labour. The assassin hoping for a lighter sentence, appealed, and the court, finding that the criminal court had erred in taking the blood money into account, sentenced the assassin to death.

THE CANTON-KOWLOON RAILWAY.

VICEROY'S OFFICIAL VISIT TO THE WORKS.

INTERESTING GATHERING AT CANTON.

On April 7th H. E. Viceroy Chang paid an official visit to the works of the Imperial Chinese section of the Canton-Kowloon Railway at Tai Sha Tau, Canton, and laid the foundation stone of the general offices and the station building. His Excellency, who arrived at Tai Sha Tau at eleven o'clock, was accompanied by a large number of the high officials of the city. H.E. Sir Frederick Lugard, Governor of Hongkong, honoured the occasion with his presence, being accompanied by Captain Mitchell Taylor, A.D.C., and Captain Simson, Private Secretary. The other guests including a number of foreign residents of Canton and Hongkong. Shortly after eleven o'clock the party proceeded to Tung-shan (railway quarters) one mile from Tai-Sha-Tau. As the procession of officials either riding in the official chairs, or mounted on shaggy ponies, followed by silk-hatted foreigners and a miscellaneous crowd of Chinese on foot passed up the track in the open country between lines of Chinese braves with rifles at the shoulder, the *coup d'oeil* was quaintly picturesque. It was on the return of the party from this visit that H.E. the Viceroy laid the foundation stone of the station building. The stone fitted down over a tin box containing copies of Chinese and foreign newspapers and specimens of the paper and metal currency of the province. His Excellency well and truly laid the stone with a silver trowel, fitted with an ivory handle. The stone bore the following inscription:—

CANTON-KOWLOON RAILWAY
Imperial Chinese Section

THIS STONE
was well and truly laid

by
His Excellency
VICEROY CHANG JEN CHUN
April 7th, 1909.

Furnell & Paget
Architects

This ceremony completed, the guests of the Managing Director and Engineer-in-Chief were invited to luncheon. Over one hundred sat down to an excellent tiffin, the catering being done by Mr. Harry Haynes and Mr. W. Farmer of the Victoria Hotel.

H.E. the Viceroy presided. On his right sat H.E. Sir Frederick Lugard, K.C.M.G., C.B., D.S.O., Governor of Hongkong, and on his left H.E. the Tartar General. There were also seated at the cross table the Hon. Mr. F. H. May (Colonial Secretary of Hongkong), Mr. Woo (the Viceroy's Secretary), Mr. C. H. Ross (representing the British and Chinese Corporation), the Lieutenant General, Mr. Beauvais (Consul for France), Admiral Lee, H.E. Wei Han, Mr. Leo Bergholz (United States Consul General), Mr. H. H. Fox (Consul General for Great Britain), Yen Taotai, and the Lieutenant General. At the other tables were Mr. F. Grove (Engineer-in-Chief of the Chinese section of the railway), Dr. Rossler (Consul for Germany), the Salt Commissioner, the Provincial Treasurer, Mr. Tao, Mr. Porter (Vice-Consul for Great Britain), the Commissioner of Education, the Provincial Judge, Mr. P. H. King, (Commissioner of Customs) Taotai Wang, Taotai Lee, the Police Commissioner, Mr. Segawa (Consul for Japan), Mr. A. H. Harris (Commissioner of Customs, Kowloon), the Industrial Commissioner, Taotai She-ah, Taotai Sai, Mr. Moves, Mr. Steger, Taotai Lee, Taotai Siu, Lieutenant Beckwith R.N., Captain Taylor (A.D.C. to H.E. the Governor of Hongkong), Captain Simson (Private Secretary), Mr. A. G. M. Fletcher, Mr. Drummond, Mr. Cheng Chen Ling, Capt. Woo, Mr. B. A. Hale, Mr. W. H. Donald, Mr. Fung, Mr. Christiansen, Mr. Ogilby, Mr. Fisher, Mr. F. Hicks, Mr. Secretary Chen, Mr. Pratt, Mr. Keay, Sub-Prefect Nanghoi, Mr. Huijgen, the Director of Military Education (Taotai Chang), Mr. Paget, the Police Secretary (Mr. Chang), Mr. Secretary Li, Mr.

Yu, Mr. W. W. G. Ross, Director Chang, Commander Liu, Mr. Chow, Capt. Harris, Mr. Boothby, Mr. Tigges (Vice-Consul for Germany), the Viceroy's A. D. C., Mr. Bohuszewicz (Consul for Russia), the Lieutenant-Colonel, Surgeon Gordon, R.N., Dr. Davenport, Mr. G. W. Eves (Engineer-in-Chief of the British section of the line) Taota Ling, Mr. G. T. Lloyd, Chinese Press representatives, Mr. Watson, Mr. Tau, Mr. J. P. Braga, Mr. Fung, Mr. Makins, representatives of the Imperial Chinese Bank, Mr. Chew, Mr. Thompson, Mr. Joseph Lind, Mr. Turner, Mr. Power, Mr. Purnell, Prefect Kong Chow, Mr. Liang, Mr. A. H. Hyland, Mr. Butler Wright, Mr. Fraser, Commander Woo, Mr. Luk, and Mr. J. H. May.

H.E. THE VICEROY submitted the toast of "Long life to H.M. the Emperor of China, Shun Tang in health and happiness," which was joyally received.

H. E. WEI HAN, the Managing Director of the Chinese section of the Railway, proposed "Success to the British Section of the Canton-Kowloon Railway." It was very gratifying, he said, that they had with them that day H. E. Sir Frederick Lugard, who, as Governor of the Colony of Hongkong, had a great interest in the early completion of that section of Canton-Kowloon railway, and he asked the company to drink to the early completion of the British section and its junction with the Chinese section.

H.E. SIR FREDERICK LUGARD said: Gentlemen, Mr. Wei Han has proposed the toast of the British section of the railway in most felicitous terms, and naturally as Governor of Hongkong there is no toast that I would sooner hear from the lips of the managing director of the Chinese section than "Success to the British section." But, Gentlemen, the success of the British section depends upon the success of the Chinese section, for they are mutually interdependent. Neither toast can be fulfilled, neither section can achieve success, unless both work together, in a spirit of co-operation, with the one single object of making the whole line from Canton to Kowloon a success. Your Excellencies belong to the oldest of civilised nations; I belong to a nation which has endeavoured to carry the flag of civilisation into many dark places of the earth. It has been said of the Chinese that they believe that all disputes should be settled in a spirit of amicable and logical argument; and it has been said of the British that the basis, the fundamental principle, on which they settle both their domestic and political questions is one of compromise. If we both carry into our dealings in regard to this railway these national characteristics we shall go far to achieve the aspirations to which expression has been given in proposing the toast of the British section of the railway. We are close neighbours, Hongkong and Canton, and we shall be closer neighbours still when this railway is completed. There will be no obstacle then to prevent His Excellency the Viceroy running down after breakfast from Canton, to lunch with me in Hongkong, and get back the same evening with plenty of time to spare for business or pleasure in Hongkong. But I understand it is one of the rules of the high office which your Excellency holds that you must not leave your jurisdiction, and I think that among the many reforms China is taking in hand at present this one has been overlooked. I hope you will not accuse me of revolutionary ideas if I suggest that the Viceroy of Canton should be allowed to lunch with the Governor of Hongkong when this railway is completed whenever he desires to do so. (Applause). I congratulate you in that while the Northern provinces have spent much time in talking, you of the Kwangtung province have made some substantial progress with the Canton-Hankow Railway. This enterprise promises a great future for Canton as a centre of a great railway system in connection with the greatest port of the world. Gentlemen, it is a very great advantage that this Canton-Kowloon Railway should terminate in a great port such as Hongkong. It has taken some sixty odd years to build up the commerce and to create the enormous tonnage which at present frequents the port of Hongkong. No other railway in China will have a similar advantage. When the minerals, in which I

understand the two Kwang provinces are so rich, are developed; and the coal fields in the North are also worked, it will be of enormous advantage to the Chinese to have railway access to a great emporium of trade in which the ships of all nations of the world are lying; so that China can dispose of her coal and her ores and take in exchange, the commodities which she desires and which are brought by those ships from all parts of the world. Once again I would say that I hope we shall realise that our interests in this railway are identical, that the greater the prosperity of the one section, the greater must be the prosperity of the other; and that a foolish and purile policy of isolation or jealousy will only defeat the interests of those who originate it. I thank you, sir, for your good wishes for the completion of the British section. I wish you most heartily success with the Chinese section, and I hope that within, say a couple of years from now, the whole railway will be opened, and I venture to express the hope that we shall employ these two intervening years in learning more thoroughly the lessons of mutual co-operation, and that petty disputes and jealousies are unworthy of the two great nations we represent—(Applause).

Mr. Woo (the Viceroy's Secretary) said His Excellency the Viceroy appreciated very highly the statesmanlike speech of His Excellency the Governor of Hongkong as to the relations between the Government of Canton and the Government of Hongkong. With regard to railway enterprises, the Viceroy said that not having been initiated into the mysteries of railway construction, he would not dwell on the technical difficulties in this part of China, but there were other difficulties which His Excellency understood very well. For instance, people in every part of the globe had certain deep-rooted ideas and traditions peculiar to themselves—prejudices in short. Now prejudices were common to all sorts of people and His Excellency was afraid that the Chinese themselves were not quite free from them. For instance, the Chinese had a high idea of ancestor worship and certain other things which, interposed difficulties in the way of the foreign engineer in China. His Excellency understood that, so far, the foreign engineers and their staff has shown a great deal of sympathy with the people, which had greatly helped them in their work, and His Excellency the Viceroy had no doubt that during the two years construction work would be going on, the same sympathy would be shown to the people and harmony would reign—and harmony meant success. (Applause).

Mr. H. E. Fox, Acting Consul-General for Great Britain, proposed "Prosperity to the Chinese Section of the Canton-Kowloon Railway," and in doing so said that when one took into consideration the countless obstacles that stood in the way of the railway engineer before he enabled the public to pass at their ease from one continent to another, their admiration and gratitude went out to the men who made such a feat possible. In some countries the difficulties were almost entirely physical, such as piercing mountains and bridging rivers, but in China to these were added others; and he thought the man who could run a line of railway through the province of Kwangtung should rank with an ambassador or cabinet minister. One of their hosts that day, H.E. Wei Han, was performing that feat and he asked the company to join him in offering congratulations to His Excellency and to Mr. Grove, the Engineer-in-Chief. Men like Mr. Grove had spent a great many of the best years of their lives in placing that network of railways over the globe which formed such a potent factor in the cause of peace and for the benefit of the human race. He had no manner of doubt that Mr. Grove and his staff would do the work they had undertaken as speedily and as well as it possibly could be done. In a few years their names might be forgotten but their work would endure. *Si monumentum requiris, circumspice.* They must not forget upon this occasion the Corporation which had assisted this railway by advancing the funds necessary for its construction. To those who like himself were firm believers in the vitality of British interests and enterprises in China, it was gratifying to know that the gentleman who represented the British and Chinese

Corporation was a member of one of the oldest British firms in China. From what they had seen that day he was quite sure that railways in South China, and this railway in particular had become to them all a living reality and they knew and felt absolutely sure that it was simply a question of time before they would be able to go from Hongkong to Peking by railway. (Applause.)

H.E. WEI HAN in response to the toast said that twenty years ago there were among the Chinese very few who appreciated railways, but now the desire to encourage railways was almost universal. The cry of "China for the Chinese" was a natural one, and he could not blame those who used it, but he was sure that when the terms of a foreign loan were arranged fairly and squarely the Chinese were only glad to accept foreign capital. They were also as eager to have the assistance of experienced foreign engineers as in the present instance, for at present China had very few experienced railway engineers of her own. His Excellency said he looked forward with confidence to assistance in this connection from Sir Frederick Lugard's University scheme, and he hoped at the same time that good results would be obtained from the Whampoa Engineering School. In concluding His Excellency expressed his high appreciation of the tact and judgment of Mr. Grove, and said he had been frequently struck by the admirable arrangements he had made. His Excellency also took the opportunity of thanking the British and Chinese Corporation, represented by Mr. Ross, for the assistance rendered in getting the foreign staff from England and in obtaining good materials from proper and economical markets.

Mr. G. H. ROSS, in responding on behalf of the British and Chinese Corporation, said he was impressed with the historic interest of the occasion, as it marked a step in the progress of railway development in South China. Railway development was China's greatest need. There was no necessity for dwelling upon the economic gains and political advantages of improved methods of communication and transportation. These were now fully recognised by all the leading statesmen in China. Nevertheless any event which served to mark the spread of the idea was noteworthy, and in a sense, as he had said, historic. The Canton-Kowloon Railway took a long time to get "under way." When he first came to China, more than fifteen years ago, this projected line formed a favourite topic of conversation, and many people then thought its construction would shortly be undertaken. Things, however, moved but slowly in the Far East, and though the preliminary agreement was signed in 1898, this did not materialise until 1907, when the final agreement to which he had just referred was concluded—an agreement which was negotiated by one of the most patriotic and most distinguished statesmen, and a Cantonese, H.E. Tang Shao Yi. In acquiring land for a line of railway passing through densely populated districts such as those on the projected route between Canton and Samchun, it was but natural that difficulties arose. As in the early days of railway construction in England, so in this neighbourhood, many owners failed to appreciate the necessity for the compulsory acquisition of their lands and houses, or to realise the eventual benefits to be derived from the proximity of a railway to their towns and villages. In this connection the difficulties against which Mr. Wei Han had to contend were great, but he could assure him that his tactful handling of these matters had been watched with the greatest interest, and though slow acquisition of land was regrettable, involving as it did delay in construction, he had but little doubt that in the end all opposition would be overcome and the shortest and most direct of routes secured. That day's ceremony was convincing proof that the railway was now within measurable distance of completion; and to Mr. Wei Han, Mr. Grove, and the entire staff, both Chinese and foreign, he offered warmest congratulations on the good work already accomplished. When joined with the British section and with the neighbouring Canton-Hankow line, it would form an important link in that great projected and already partially completed chain of trunk lines, stretching with

but one break from Peking in the North to Canton in the South, and thence to the Colony of Hongkong. As he had said, there was no need to dwell upon the recognised advantages of improved communications throughout the wide extent of that great empire within whose confines they were standing, but though there was perhaps no such need, he could not refrain from contemplating the benefits which would arise therefrom. It was easy to foresee a new era in the history of the Chinese people. Every railway would act as a conductor of new life, as a means of stimulating into increased activity old forms of civilisation—for twenty, thirty, he knew not how many li on each side of each new track new wants would be created, new needs felt, new hopes aroused, fresh aspirations stirred. Internal intercourse and inter-provincial commerce would increase, a common spoken language would in time prevail, famine would be banished from the land and the bonds of nationality would be strengthened—perhaps even a uniform currency might be established. These were some of the results which flowed from the progress of railway enterprise in China, than which in his opinion there was no more truly beneficent enterprise. (Applause.)

Mr. GROVE, the Engineer-in-Chief, in also responding, remarked that the constructional staff on railway works were sometimes, he was afraid, apt to become so much engrossed in the details of work and the attendant worries which were, under any conditions, present in some form or another that the larger issues were somewhat obscured from their view. Such an occasion as the present was not only encouraging but, as their medical officer would say, like an excellent tonic. They had been doubly fortunate that day, first in the gracious presence of H. E. the Viceroy and other high officials connected with the government of the province, and secondly in the kind attendance of H. E. Sir Frederick Lugard and representatives from the British section. On behalf of the staff he expressed to the gathering their pleasure and gratification, not forgetting the compliment paid them by the presence of the Consular body and so many representative gentlemen, and especially he would add their sense of indebtedness to the Viceroy for so kindly laying the foundation stone of the Canton station building. In responding to the toast proposed by the Consul-General for Great Britain it might not be perhaps out of place for him to give a brief account of the progress to date. First as to the definite alignment of the Railway: This was undertaken in the autumn of 1907 and practically completed by May of 1908. Construction might be said to have generally commenced from July 1908, or say ten months ago, though small portions of land were purchased and made over before that date. At the present time land had been purchased for about 60 miles, and earth-work and bridgework were proceeding satisfactorily throughout this length. As to the works in progress which those present had seen that day, he felt he must apologise that they should have gone so far to see so little. With good fortune, a few months would see a great difference and rail laying should commence in the autumn. There was every prospect of their being able to open a length of thirty miles to traffic within twelve months from date, and he saw no reason at present to depart from the terms of his estimate, which were that they could run trains for through traffic with the British section on or before July 1st, 1911. Mr. Woo in his remarks had mentioned some of the difficulties. It had frequently been said that they had no difficulties to contend with on the Chinese section. Well, they had no tunnels and a great deal of their line was easy going. The country they passed through for nearly fifty miles was somewhat of a *terra incognita*. He could promise the eventual railway traveller that he would find in many places an interesting line, both from an engineering point of view and also from the picturesque. The crossing of the East River valley was no small undertaking. In a length of eight miles they had a total girder opening of some 3000 feet, and during highest flood times the country became a huge lake with a depth of water averaging ten feet or more. The total length of the line, as shown on the plan,

was a little over 89 miles, making with the British section a length between the Canton and Kowloon terminals of 112 miles—considerably less than was anticipated at the time of the reconnaissance survey some years ago. In concluding Mr. Grove stated that the very cordial manner in which H.E. Wei Han, the Managing Director, conducted the Administrative Department, was most fully appreciated and he felt the greatest pleasure in acknowledging the very kind and friendly remarks made by him. He (Mr. Grove) would like to say that he took no credit to himself that such harmonious conditions prevailed, for no one could fail to work cordially with so courteous a gentlemen as H.E. Wei Han. He could only add that the foreign and Chinese staff alike were giving much loyal help and that their endeavours would be to complete the work in such a manner that it would be a credit to British engineers and in keeping with the importance of the undertaking. (Applause.)

Mr. BERGHOLZ, in the absence of the Portuguese Consul, who is doyen of the Consular body, proposed in felicitous terms the health of the hosts, H.E. Wei Han and Mr. Grove, which both gentlemen suitably acknowledged, and the proceedings terminated.

RIVER STEAMER DISABLED.

Sensational reports were circulated in the city on the 3rd instant that the steamer *San Cheong* had foundered on her voyage from Canton during Friday night and that many hundreds of people had been drowned. Investigation proved, fortunately, that these alarmist statements were without foundation, the basis being the fact the *San Cheong* had her stern tube damaged and that she was making water so badly that Captain McGinty decided to beach her, which he did off Castle Peak. The *Hoi Tung* coming on the scene responded to the signals of distress and rendered assistance. This steamer took off the passengers and brought them to Hongkong.

When Captain McGinty, in charge of the *San Cheong*, discovered the mishap to this vessel, and ascertained its serious nature, he signalled for assistance which was soon forthcoming. The discovery was made off Castle Peak and though the *Hoi Tung* was two miles off when the *San Cheong's* signals were observed, Captain A. C. Broadbridge lost no time in altering his course and making for the disabled steamer. On learning the nature of the accident which had befallen the *San Cheong* the master and crew of the other vessel devoted themselves to the work of taking the passengers off the injured steamer, a task which was successfully accomplished. Thereupon Captain McGinty beached his steamer.

It was a fortunate occurrence that the steamer was on her return voyage. At this time most of the Chinese are preceeding to their ancestral homes to participate in the tomb-worshipping, and as a result very few were travelling downwards.

The *San Cheong*, which is owned by the Cheung On Steamboat Company, was sunk in the typhoon of 1906 and also had a bad time in the typhoon of last year. She is a twin screw vessel of 692 tons, and is commanded by Captain McGinty.

Salvage operations were commenced on Saturday afternoon by Messrs Carmichael and Clarke, when the hole was plugged and the water pumped out of the steamer. She was patched and towed to Hongkong yesterday for repairs. Happily the weather was favourable to these operations.

A Canton dispatch to the *Osaka Asahi* dated the 23rd instant says:—Viceroy Chang of Liangkwan has sent a note to Mr. Segawa, Japanese Consul at Canton, giving evidence as to the claim by the Chinese Government to Tungsha or Pratas Island, showing that the island belongs to Kwangtung province. He requests the Japanese Consul to order Mr. Nishisawa, a Japanese who is settled on the island, to leave there at once. The settlement of the question is being regarded by the Cantonese with great interest.

SUPREME COURT.

Friday, April 2nd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
GOMPERTZ (PUISNE JUDGE.)

SHORT DELIVERY OF SARDINES.

His Lordship delivered his reserved judgment in the case in which Messrs. Schuldt and Co. were sued by Ho Wai Hing, trading as the Foo Kat Cheung firm, to recover \$316.34, the price of 2½ cases of sardines short delivered.

Plaintiff was represented by Mr. Otto Kong Sing, while Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master) appeared for the defendant firm.

His Lordship delivered judgment for the plaintiff for \$109.05 and costs.

A SHIPPING DISPUTE.

The Sze Yap Steamship Co., Ltd. brought action against the Tai Wo Company to recover \$155, being as to \$100 for damages and \$55, cost of divers.

Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) represented the plaintiffs, and Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the defendants.

The statement of claim set forth that one of the defendants' boats was improperly anchored too close to plaintiffs' wharf, and in such a position as to entangle the propeller of plaintiffs' steamer *Tak Hing* as she was proceeding to the wharf. This caused a delay of the ship, and necessitated the lowering of divers to disentangle the rope.

Evidence was called, and the hearing adjourned.

The action was continued on the 5th inst. Yap Steamship Co., Ltd. sued the Tai Wo Co. to recover \$155, being as to \$100 damages caused through defendants' boat being anchored too close to plaintiffs' wharf, and as to \$55, cost of divers required to remedy such damage.

Plaintiffs were represented by Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office), while Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the defendants.

Mr. Harris, on the closing of plaintiffs' case, said that but for the master of the *Tak Hing's* personal objection he would certainly have avoided all danger. Considering that there was a flood tide at the time, the other side of the wharf would surely have been safer. The onus was on the plaintiffs to prove that they could not have avoided a collision with safety to themselves. They had not proved that they were in fault, and although they might have proved that defendants were in fault, and were improperly moored, the onus of proof was on them.

Mr. Dixon—In this case there was an infringement of the rules of navigation which gave them wrong at once.

His Lordship—They were made fast to a ring, I suppose, it was put there for vessels to be moored to.

Mr. Dixon—I don't know, but undoubtedly they are not allowed to obstruct us going to our wharf. Surely we are allowed to use our own wharf and go to which side we wish.

His Lordship—If you are prevented from using your own wharf you have your remedy in damages, and there is the further provision that the Harbour Master may fine an offending boat. I don't know that you are entitled to take the risk.

Mr. Dixon—We took every precaution we could.

His Lordship—You could have gone to the other side of the wharf.

Mr. Dixon—But we should not be forced out of our course. I don't know how long it would have taken to get round to the other side.

His Worship remarked that there was a case very similar to this some six years ago to which he had been referred, and in which Mr. Justice Wise found almost similar conditions. A cargo boat was lying near a private wharf and made fast, and when a vessel came in the rope got entangled with her propeller and divers had to be sent down. The owners of the Steamship Co. sued the cargo boat, and judgment was given for the defendant with costs. In that case no argument was reported, and no reasons given

for the decision, so his Lordship proposed to deliver a short written judgment on this subject. He would consider the matter.

[April 8th.]

The Puisse Judge delivered his reserved decision in this action.

His Lordship said:—With the concurrence of the parties I have considered the evidence in this case with the valuable assistance of the Assistant Harbour Master, Lieut. [Beckwith], R.N. The facts as given in the evidence, are taking them as shortly as possible, as follows:—At 3.20 a.m. on December 4, 1908, the plaintiff Company's steamship *Tak Hing* was proceeding through the Southern Channel on the way to her wharf. Outside, and before commencing to back into the wharf, the captain saw the defendant's boat lying some twenty feet from the side of plaintiff company's private wharf. The nightsoil boat was hailed by the *Tak Hing* without effect, and the *Tak Hing* then came backing into the wharf and picked up as she did so the anchor rope of the nightsoil boat with her starboard propeller. This entailed an expenditure on divers to clear the propeller, and a delay ensued which resulted in loss of passengers. The plaintiff's case is that as the nightsoil boat was lying so as to obstruct the wharf and thereby committing an offence under section 3 (2) of the Merchant's Shipping Ordinance 1906, the defendants must be liable for the consequences and they claim to recover damages for the detention of the vessel and the divers fees. Now, it is a familiar principle of law that though the defendant may have been in fault, yet the plaintiffs cannot recover if the danger was one which might have been avoided by the exercise of ordinary diligence. I have to enquire, (1) Whether when the captain saw the nightsoil boat close to the wharf, a state of things existed from which he should have inferred that it would be risky to come alongside (2) If there was a risk was it one which he was bound to run; was there any other course open to him at the time which a prudent man would have adopted? The answers I have, with the help of Mr. Beckwith, arrived at are as follows:—To the first question: In the circumstances it was not a prudent course for a vessel of the beam of the *Tak Hing* to come into a wharf at the side of which a junk was anchored within twenty feet. With a flood tide and an east wind the junk was probably lying away from her anchor and even if she had been moved out of the way by those on board the *Tak Hing* would be very likely to foul the moorings with her propeller. The answer to the second question is that the risk was not one forced upon the captain in the sense that he was bound to take it. Even if he did not care to go to the other side of the wharf, which was disengaged, it would have been easy for him to drop his anchor outside until the way was clear. No doubt steamers coming in have a good deal of trouble with these boats, especially at night. I expect the captain's past experience had led him to believe that the obstruction might be removed before his vessel reached it. Under the circumstances, however, the plaintiff cannot succeed and I must give judgment for defendants with costs.

Monday, April 5th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT
(CHIEF JUSTICE.)

DISPUTED PROMISSORY NOTES.

The hearing of the action brought by Tsoi Kan against Chung Tsim Kwai, otherwise Chung Chik Yu, to recover \$7,521.15, amount due with interest on a number of promissory notes, was continued.

Mr. H. G. Calthrop, instructed by Mr. F. X. d'Almada e Castro (of Messrs. Almada and Smith) appeared for the plaintiff, the defendant being represented by Sir Henry Berkeley, K.C., who was instructed by Mr. C. F. Dixon (of Messrs. Hastings and Hastings).

The statement of claim showed that on January 21st, 1904, one Chung Shun Koo lent to the defendant the sum of \$300 upon a promissory note repayable on demand, together with interest at the rate of 1½ per cent. per month. On November 21st, 1904, Chung Shun

Koo further lent to the defendant the sum of \$4,000 for which the defendant made two promissory notes of \$2,000 each. On March 7th the defendant borrowed a further \$100 from Chung Shun Koo for which he gave a promissory note. On February 8th Chung Shun Koo, for valuable consideration, and with the consent and knowledge, of the defendant endorsed these promissory notes in favour of the plaintiff. The plaintiff as endorsee and assignee claimed the sum of \$7,521.15 and interest at the rate of 1½ per cent. per month from the date of the writ until judgment.

The defence was that the \$100 and \$300 notes were not made by the defendant, who further denied endorsing the \$2,000 notes. Defendant had never seen the plaintiff, and did not know who he was.

Mr. Calthrop informed the Court that the notes on which the claim was based were made by defendant in favour of his brother Chung Shun Koo. The plaintiff's case was that the notes were endorsed over to him by Chung Shun Koo, and he was the holder of the value. When the plaintiff came to Hongkong from Canton four or five years ago he made the acquaintance of Chung Shun Koo. On February 8th, 1906, Chung Shun Koo called on the plaintiff and took with him the defendant whom he introduced as his brother. Mr. Chung Shun Koo then produced four promissory notes; defendant was asked about them, and admitted they were his. He also said there had been nothing paid on them up to that time when the principal and interest would have amounted to about \$5,000. Plaintiff then took the notes, which were handed to him by Chung Shun Koo, who signed them after which they were endorsed by defendant. Plaintiff then paid \$5,000 over to Chung Shun Koo. At that time defendant made representations as to his being entitled under the will of his father to certain properties about which an administration action was proceeding. Some three months afterwards plaintiff met defendant and asked for payment, but defendant said he could not or would not pay at the time because he was waiting for the settlement of property to which he was entitled under his father's will. Several times after this when plaintiff saw defendant he asked for the money, but the same excuse was made. The defendant denied that he made the \$100 and \$300 notes, but he did not deny that he made the \$2,000 notes.

Sir Henry Berkeley—He does. He made two notes, but not these two.

Mr. Calthrop—There is no special denial in the pleadings. He denies that he made an endorsement, and he denies that there was any consideration. Counsel then wished to put in the promissory notes.

Sir Henry Berkeley—They are not notes, they are documents.

Mr. Calthrop—That is setting up a special defence.

Sir Henry Berkeley—If a man brought a comic song into Court it could not be called a note.

His Lordship—That does not raise the question of standard. The defence which has been raised for the last three years and has never come to a head, can hardly come to a head on these pleadings.

Sir Henry Berkeley—We have not a copy of these documents.

His Lordship—On the pleadings I can hardly say that the documents sued on are not promissory notes.

Sir Henry Berkeley—I am informed that the inspection which plaintiffs say we have had took place last week after the pleadings had been closed for weeks. I take it that I am not called upon to amend; plaintiff has to prove that we gave him promissory notes.

His Lordship—It is impossible for me on the pleadings as they stand to admit the defence that the documents sued on are not promissory notes.

Sir Henry Berkeley—Will you permit me to amend?

His Lordship—I must consider. That alters the whole character of the case.

Mr. Calthrop—On December 15th defendant made a declaration in which he said he had had inspection.

Sir Henry Berkeley—Will your Lordship permit me to now plead that the documents sued on are not promissory notes.

His Lordship—I don't think so. When the question was put to me in chambers it was a question of handwriting.

Sir Henry Berkeley—What is the object in refusing to allow me to raise this point now?

His Lordship—It is done on the spur of the moment, and requires considering.

Sir Henry Berkeley—They are not promissory notes.

His Lordship—They have been admitted as promissory notes all the way through.

Sir Henry Berkeley—You wouldn't say that the defendant admitting a document to be a promissory note makes it a promissory note?

His Lordship—For the purposes of the case, yes. These documents have been treated by both parties as promissory notes.

Sir Henry Berkeley—I will make a formal application that the documents be considered not promissory notes.

His Lordship—I will hear the case of forgery first. If you want to raise a point of law not on the pleadings it can be argued only by your paying the costs of the day.

Evidence was then called and the hearing adjourned.

The case was continued on the 8th inst and on the 9th inst.

His Lordship said he had come to the conclusion that it would not be right for him to decide the question of Chinese handwriting without more assistance, therefore he proposed to appoint four persons to assist him in Chambers. Two of them would be Europeans, and two Chinese. He would appoint the two Europeans, and the Registrar-General would appoint the two Chinese. Meanwhile, if the defendant chose he could take the point of law, and a date could be fixed for the argument.

Later, Sir Henry Berkeley appeared in Court and informed his Lordship that Counsel for both parties had consulted as to the course the Chief Justice had suggested, but did not approve of its adoption. The persons called by his Lordship would not have heard the evidence, and there was no procedure by which they could be called.

His Lordship—I can appoint anybody to assist me.

Sir Henry Berkeley—Not unless they sat with you at the time the evidence was heard.

His Lordship—A judge can always get somebody to assist him. I have had an assessor for five days.

Sir Henry Berkeley—Sitting in Court.

His Lordship—I don't want to form an opinion on Chinese handwriting without a little more assistance—impartial assistance. I have no doubt I have the power unless the parties object, and I think it would be unwise to object.

Mr. Calthrop—You can certainly try the evidence as to the signatures, but the assessors must hear the evidence like everybody else in Court.

After further argument Sir Henry Berkeley said Counsel agreed to leave the matter in the hands of his Lordship.

His Lordship stated that he had examined the notes very carefully, and that it was quite clear from the different characteristic strokes in the two sets of signatures, that the signatures were signed by the same hand. That left the question of law to be dealt with later.

Wednesday, April 7th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE.)

The action in which Man Lee Chan and Co. sued the International Banking Corporation to recover \$840 alleged to be due in respect of a bank draft, again came before the Court.

Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing appeared for the plaintiffs, and the Hon. Mr. H.E. Pollock, K.C., instructed by Mr. C. D. Wilkinson (of Messrs Wilkinson and Grist) represented the defendant bank.

Sir Henry Berkeley said the amount claimed was payable under a bill of exchange dated November 14th, 1908, which the Man Lee Chan Co. said the International Banking Corporation improperly, negligently, and consequently mala-

fide, paid to persons other than the drawee. Counsel, after reading the pleadings, drew his Lordship's attention to the eleventh paragraph of the statement of defence in which defendants claimed the protection of Ordinance 7 of 1907, section three. In order to avail themselves of the protection of that section the bankers must show that the endorsement on the bill of exchange which was drawn payable on demand to the order of man Lee Chan and Co. was, when presented for payment to them, endorsed by the Man Lee Chan, or that it purported to be so endorsed.

His Lordship—I notice the endorsement is Man Lee Chan Sing Kee. Does anything turn on that?

Sir Henry Berkeley—Everything. Take a bill of exchange drawn payable to the order of Brown, Jones and Co.: that bill is presented and endorsed Brown, Jones Robertson and Co. If a bank paid that bill, and it subsequently turned out that it had been stolen from Brown, Jones and Co., there would be no protection for the bank. He submitted that the bill endorsed Man Lee Chan Sing Kee was not the bill endorsed Man Lee Chan and Co. Then we came to whatever protection the defendants might be entitled to under the Bills of Exchange Ordinance, 1885; bankers, however, were only entitled to the protection of the statutes when they acted in accordance therewith.

Evidence was taken and his Lordship reserved his decision.

Thursday, April 8th.

IN BANKRUPTCY.

A SUMMONS DISOBEYED.

Re Cheung Lai Sang.

Mr. John Hastings, who represented certain creditors, asked his Lordship to take note that the debtor had not obeyed the summons, and that he proposed to move the Court to rescind the receiving order later on.

Mr. G. H. Wakeman, Official Trustee, pointed out that when he applied for the summons under section 20 of the Bankruptcy Ordinance, he asked leave that it might be served at 133 Des Voeux Road Central. That was the address given him at the time, but afterwards he found out that the debtor was not known at 133, Des Voeux Road Central. He asked leave to amend the order.

Permission was granted.

ORDER OF DISCHARGE SUSPENDED.

Re H.M.H. Ishmael trading as Hadjee and Co., *ex parte* the debtor.

Mr. Leo d'Almada e Castro (of Messrs Goldring, Barlow and Morrell) applied for the debtor's discharge, remarking that the Official Receiver had filed his report.

His Lordship—Does he only want suspension?

Mr. Wakeman—The Court is bound to refuse his discharge. It is only a case of suspension. I have not found that the debtor has committed any offence, but he has been trading and contracted debts after knowing he was insolvent.

His Lordship suspended the discharge for a year, and ordered that at the end of that time the debtor should report himself to the Court.

PUBLIC EXAMINATION.

Re the Yuen On Co. *ex parte* Ng Sing Wah. The opening of this public examination was conducted by the Official Receiver.

Ng Ching San, managing partner of the debtor firm, was examined. He said he was the managing partner of the Yuen On contractor firm in Gage Street. There were three partners who subscribed a total capital of \$2,250. Witness gave \$1,000. The business was started about the middle of March, 1907. Chung Sing claimed to be a partner in the firm.

Isn't that a rather curious thing claiming to be a partner in a bankrupt firm?—He used to be managing partner and he ran the whole show.

After further questioning, the examination was adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE.)

A ST. GEORGE'S CLUB ACTION.

E. A. M. Williams, liquidator of St. George's Club, proceeded against J. Clelland to recover

\$25 due under clause 5 of the Memorandum of Association of the Club.

Defendant admitted liability, and judgment was given against him.

CLAIM FOR GOODS SOLD.

Kelly and Walsh, Ltd. sued E. B. Shepherd to recover \$61.60 for goods sold and delivered and interest.

W. H. Purcell, accountant in the plaintiff firm, said defendant had been furnished with particulars of the claim. The case was brought forward because the debt was coming under the Statute of Limitations Ordinance.

Judgment was entered for plaintiffs with costs.

AN ALLEGED MISFIT.

Yau Lee, ladies' tailor, sued Lottie Kingsbury to recover \$10.75, the price of making a dress. The defendant counter-claimed \$48.20, value of a piece of silk destroyed.

Plaintiff told the Court that the defendant offered him \$7, but declined the balance. He changed the style of the jacket at her request, and had seen her wearing the dress since.

Defendant denied this. Standing at the bar she pleaded with the persuasion of a Portia, telling the Court that she told the plaintiff ten thousand times, to make the dress all right. The tailor made the dress too small. She complained about this, and the plaintiff said he could remedy matter with another yard of silk. She gave him \$2.20 to buy an extra yard, but he failed to purchase it. The dress was of no use. He could not wear it, and she could not send it to any body.

At this stage of her story his Lordship called defendant to the witness stand, requesting her to speak slowly. Proceeding she said she called the plaintiff to her house to make a dress for her. At her request he produced a "fashions" book. She selected her fashion and handed the tailor fifteen yards of silk, telling him to be "awfully careful" not to spoil the dress. The silk cost her \$2.20 a yard. The dressmaker supplied her with the dress in four days, but it was too small. He promised to make it bigger, took it away, and returned it two days later, but the dress was still too small. Defendant offered the tailor \$7.50 in settlement. He refused to take it and proceeded to insult her, calling her names in his language. She struck him and he took her to the Police Court.

Plaintiff told his Lordship that when he went to defendant's house she nearly broke his head.

His Lordship—Have you any mark? Plaintiff showed a protuberance on the forehead.

Defendant—He has had a boil there for about twelve months.

His Lordship advised defendant to settle the case if possible. He would adjourn the hearing until Friday to enable her to call a tailor to give technical evidence.

AN OLD TRICK.

Notwithstanding the publicity given to the dodge, there are still a few simpletons in Hong-kong who are victimised by means of what the Chinese call "fong chuk" which is a form of ringing the changes. Two men having made up a parcel to look like a bundle of notes, approach some woman on the street and ask if she can direct them to a certain place. The lady, delighted with the prospect of being of some service, says that she is going in the same direction. The trio walk together and after a little time one of the men informs her that this companion has picked up a roll of notes on the steamer but is afraid to go to a money changer. She is a woman and can do it more easily. Thus addressed she expresses her willingness to change the money and on the bundle being handed to her she walks off. She has only proceeded a little way when it occurs to one of the men to ask her if she will let them hold something in security as she is a stranger to them. Nothing loth she usually parts with whatever valuables she possesses, and instances have been known where the simple but avaricious women have taken the men to their houses and given them practically everything they possessed. In this case the old lady handed over her bangles, worth about thirty dollars, and took the rings off her fingers which were perhaps worth another ten dollars. Of course when she opened the parcel at the money changer's she found that it contained nothing but worthless paper. The police are trying to trace the thieves.

COMPANY MEETINGS.

GREEN ISLAND CEMENT CO., LD.

The twentieth ordinary annual meeting of shareholders in the Green Island Cement Co., Ltd., was held at the offices of the General Managers, Messrs. Shewan, Tomes and Co., on the 3rd inst. morning. Mr. Shewan presided, and there were also present Dr. J. W. Noble and Sir Paul Chater (Consulting Committee), Mr. L. F. Campbell (secretary), and Messrs. J. F. Wright, P. C. Potts, A. Moreno, A. G. Gordon, W. A. Dowley, A. Babington, C. Klinck, J. A. Young and Choa Leep Chee.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said - Gentlemen, we have now the pleasure to lay before you our Report and Accounts for 1908, copies of which are in your hands. We propose, after making the usual allowance for depreciation of the Company's plant, machinery and buildings, etc., and placing the nominal amount of one thousand dollars to Reserve Fund in accordance with the Articles of Association, to pay a final dividend of fifty cents per share, making nine per cent. for the year, and carry forward to new account \$3,756.74. The dividend is \$40,000 less than last year when we paid ten per cent. but our sales are actually only \$20,000 less, the other \$20,000 being absorbed by depreciation. As I anticipated at the last meeting, we have done a slightly large turnover and considerably increased our production, but our sales were not so good in their results; for one thing our two large local contracts for Docks were completed, and thus two good outlets for our cement were closed to us. It is pleasant to be able to say that the Engineers and Contractors for both these important undertakings were entirely satisfied with Green Island Cement, and have given it the highest testimonials for quality. Last year the work of the factory was hampered and interfered with by strikes of the coolies engaged on the cement kilns. They had become very troublesome, refusing to work when they thought fit, and at other times demanding higher wages. In July this culminated in all the men at four kilns leaving, and to train men to take their place took us two months. Finally, in November, all the men threatened to strike, upon which we decided to let them all go, and to start afresh with an entirely new set. These new men have, of course, taken us several months and much trouble to educate, but the lesson appears to have had its effect, and we look for peace in future. Our sales were not affected, as we had plenty of stock on hand, but our output was of course reduced by the loss of so much working time. Our expenditure during the year on Capital Account has been heavy, but no item has been incurred that was not absolutely necessary. At Macao the principal expenditure was for reclaiming land for mud drying, for retaining walls necessitated by a landslip, and for a new boiler for the patent dryers. At Hok Un there was spent about \$40,000 on buildings, and about \$90,000 on plant and machinery made up of a variety of items such as conveyors, cement handling plant, clay loading plant, boiler makers' shop, carpenters' shop, new saw mill, cooperage, elevator house for cement bins, etc., etc., too numerous to detail, and no one item very large in itself. The additional outlay on launches and lighters explains itself. We are doing a large business in the harbour and up the river to Canton and Macao, and more tonnage of this kind was badly wanted. I am glad, however, to say that our heavy expenditure on Capital Account is now drawing to a close. It followed naturally on the expansion of our business, and the extension of the works, but our plans for the additional facilities and accommodation required are now almost complete and all we estimate we have to spend this year is about \$30,000 for a second packing house, about \$20,000 for another boiler, and some \$10,000 on sundry small items. At Deep Water Bay we have added a new cement pipe machine which will turn out pipes of cement concrete at much less cost than our present glazed pipes, as kilns to burn these pipes are not required. Cement pipes are coming greatly into vogue all over the world, and we believe we shall find

a good sale for them once the prejudice in favour of the glazed pipe has been overcome. The result of last year's working of this factory is very unsatisfactory, but is not so discouraging as it appears as it is in great measure the result of our striking a run of bad clay which rendered the contents of as many as fifteen kilns quite worthless while the wages and expenses of about three months were thrown away. At present we are turning out first-class pipes, bricks and tiles, the demand for which appears to be increasing, especially from the outports. In spite therefore of the last year's result we have not given up hope of making this department pay its way. I am told that it has been said that we are over-capitalized but no one who knows anything about Cement factories would say this. So far from that being the case the facts are that an equally complete and up to date factory could not be installed for what our works and land stand at, even if you threw in the land for nothing. The fact is that few appreciate the extent of our installation. It is not by any means the small undertaking it was a few years ago, and I doubt if any single factory in England or the Continent is better equipped and has more modern plant and machinery than we have. The item of stores in stock at Hok Un - 163,200, may seem large but it is not really so as it comprises not only ordinary stores but spare parts and renewals for the various mills and other machinery and also stocks of firebricks for kiln linings. All these things have to be obtained from home, and as any one part is liable to be wanted at a moment's notice and its absence might have serious consequences we are bound to keep a good stock on hand for any emergency. I do not think I need labour this point, for all practical men will appreciate its importance and can understand how the want of spares might throw a whole mill out of work, but I wish to make it clear to you that the item includes much more than stores in the ordinary sense of the word. As for the future and this present year in particular, it has commenced well, the first three months being better than same three last year; the greater portion of our whole output of Cement is contracted for and we anticipate no difficulty in disposing of the rest at good prices (applause). Of course in certain markets we have to meet and accept competitive prices, but so far we have had no trouble in holding our own. It is true that the present low price of silver is against imported cement, and so far in our favour, but on the other hand it has raised the cost of coal laid down here. Our raw material too costs slightly more owing to the imposition of Likin Duties in the interior. On this point I should like to remove the impression which has been made by reports circulated to the effect that we were unable to obtain regular supplies of raw material. We have had no difficulty whatever in that respect and no trouble beyond the result usually consequent upon an increased demand—I mean a rise in the price—and that trouble we have obviated by making arrangements to obtain some of our supplies from Haiphong, a step which has already had a perceptible effect on the attitude of the Chinese contractors for stone. But the reports that we could not get stone and that our supplies were running short were quite untrue, and had no foundation, and could only have been spread by interested parties. As far as we can see now, there need be no anxiety either about the supply of raw material on the one hand or the disposal of the finished product on the other. The use of cement has increased enormously within the last few years, and it seems to me that if there is any climate for which reinforced concrete is peculiarly adapted for buildings and structures of all kinds it is that of this country. We know by bitter experience how ill-fitted our tiled roofs are to stand a typhoon, and how little resistance wooden beams and rafters offer to the attacks of white ants. It is however now being borne into everyone's mind that wood is a very wasteful and poor material for houses out here and that iron and concrete are altogether preferable, being far more durable and better able to resist the climate and are actually cheaper and more economical in the long run. All this makes for increased consumption of Cement and to further this object and to provide an object lesson to builders and contractors we have gone to some trouble and expense to show over at our works what can be done with concrete reinforced

by wire or by metal. We have also taken up the making of concrete blocks for building purposes to take the place of bricks, and have just finished a godown for our friends the Standard Oil Co., which I think will prove a revelation to most people of what can be done in this way. The uses and consumption of cement are thus multiplying all over the world, making it one of the most important articles of commerce to-day, and in China particularly with the advent of railways and other public works which must follow as the country opens up and begins to utilise its resources, there must be always a steady and growing market for this Company's product. I think therefore that when I say you need have no anxiety about the future of Green Island Cement, I am only speaking the sober truth and am not saying more than the facts themselves warrant. (Applause). Before I move the adoption of the report and accounts I will be pleased to answer any questions to the best of my ability.

No questions were asked, and the CHAIRMAN moved the adoption of the report and accounts as presented.

The motion was seconded by Dr. NOBLE, and agreed to unanimously.

Mr. MORENO proposed that Sir Paul Chater, Dr. J. W. Noble and Hon. Mr. W. J. Gresson be re-elected as consulting committee.

Mr. DOWLEY seconded, and the motion was agreed to.

Messrs. W. H. Potts and A. O'D. Gourdin were re-elected auditors on the motion of Mr. WRIGHT, seconded by Mr. GORDON.

The CHAIRMAN—That is all the business, gentlemen. I am much obliged to you for your attendance. Dividend warrants will be ready on Monday morning.

THE CHINA-BORNEO CO., LD.

The sixth ordinary yearly meeting of shareholders in the China-Borneo Co., Ltd., was held at the office of the Company, St. George's Building on the 5th inst. Mr. J. W. C. Bonnar presided, and there were also present Sir Paul Chater (Consulting Committee), Mr. J. Wheeley (General Manager) and Messrs. J. A. Jupp, T. E. Pearce, W. D. Jupp, W. A. Dowley, J. F. Wright, C. E. Mackie and P. Tester.

The CHAIRMAN, after reading the notice calling the meeting, said—Gentlemen, you have now had the report and accounts in your hands for some days and if you have no objection I will take them as read. The Company's operations during the period under review shew a very satisfactory result considering the bad state of business generally and how much exchange has been against us during the whole of the year. The volume of business done compares more than favourably with previous years and I trust will continue to increase. The Company's properties have all been well kept up during the year and are all in good order and I am glad to say that, so far, operations for the current year are quite satisfactory. We hope you will approve of our recommendation as to the disposal of the sum at credit of Working Account, i.e., the payment of a dividend of 10 per cent. on the subscribed capital, absorbing \$55,200; writing \$10,000 off Hongkong Saw Mills; \$5,000 off launches and lighters; \$5,000 off engineering works; \$2,500 off plant; \$1145.09 off timber concessions; \$1,000 off Kudat Pier and house property; and carrying \$15,000 to reserve. The output of timber shows a considerable increase on previous years and the European members of the Company's Staff have all done their utmost to further the Company's interests, and we have provided \$3,000 out of the balance at credit of working account to be distributed amongst them *pro rata* according to the amount of their salaries, and we hope this also will meet with your approval (applause). Before proposing the adoption of the report and accounts I shall be pleased to answer any questions.

No questions being asked, the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. JUPP seconded, and the motion was agreed to.

On the motion of Mr. WRIGHT, seconded by Mr. DOWLEY, the appointment of Mr. J. W. C.

re-election of Sir Paul Chater to the same body was confirmed.

Mr. MACKIE moved, Mr. TESTER seconded, and it was agreed that Mr. W. H. Potts should be re-elected auditor.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants can be had on application to-morrow morning.

THE WEIHAIWEI LAND AND BUILDING CO., LD. (AND REDUCED).

The annual meeting of the above company was held at 10 Peking Road, Shanghai, last week. There were present: Messrs. A. Leod (Chairman), E. Jenner Hogg, E. E. Clark (Directors), J. M. Young, F. H. Crossley, C. W. Wrightson, J. P. Lowe, and H. F. Bell, representing 714 shares.

The notice convening the meeting was read.

The CHAIRMAN: Gentlemen—The report and accounts have been in your hands for some days, and with your permission I will take them as read. The working account shows a profit of Tls. 2,181.00 as against Tls. 1,231.10 in the previous year, accounted for by more bungalows having been let. Charges are about the same, except that Government Taxes shows an increase owing to the fee for keeping a local register of shares, and the fact that increased rentals means more taxes paid to the Weihaiwei Government, as we have to pay a tax of 5 per cent. on net rentals. In profit and loss account, the item of profit on sale of investments, Tls. 748.71, is accounted for as follows: when we had the special meetings last summer to reduce the capital, we hoped that the details could be arranged quickly, and that we should need the money to pay this refund; as there was a favourable opportunity of disposing of our investments at a profit on book cost, we did so, and invested the money in other ways in such a manner that we can call it in at very short notice; the last petition for the reduction of capital has now been heard, and I am expecting to hear any day that we can pay the refund of capital.

Since I wrote these remarks I am glad to say that we have received a letter from our solicitors, which reads as follows: "We have this day received a letter from Messrs. Johnson, Stokes and Master informing us that at the hearing of the petition on the 25th instant the Court made an order for the reduction of capital as prayed for. The Court further ordered that the words 'and reduced' should form part of the title of the company for fourteen days from the date of the order, i.e., the 25th instant."

The buildings have now been written down to 85 per cent. of their original cost, and furniture to about 50 per cent. of its first cost. The claim for rents of bungalows in 1900 is still in abeyance, but we still show it in our books, with the hope that eventually we shall be able to recover it. Five leases for bungalows for the coming summer have been signed and four more are being negotiated for, so that we hope to show a better result for this year's working than last year. As the two back bungalows in Norcissus Bay were generally empty owing to their position behind the front ones, we decided to move them to the front, and this is being done now, so that they will be ready for occupation this summer. I don't think there is anything more to say; we still hope for the Government development of Weihaiwei, which would of course mean also the development of our Company, but in the meantime, we must just go on waiting; if anything trust up, we are in a position to take the fullest advantage of it. That is all I have to say, but I shall be glad to answer any questions to the best of my ability.

There being no questions, the following resolutions were put to the meeting and adopted unanimously:

Proposed by the CHAIRMAN, seconded by Mr. E. J. Hogg: that the report and accounts as presented be passed.

Proposed by Mr. C. W. WRIGHTSON, seconded by Mr. J. P. LOWE: that Mr. A. McLeod be re-elected a Director of the Company.

Proposed by Mr. J. H. LOWE, seconded by Mr. J. M. YOUNG: that Messrs. Lowe, Bingham and Matthews be elected auditors of the company.

This concluded the business, but before the shareholders dispersed the CHAIRMAN said that he regretted that he could not announce that dividend warrants would be posted next day, but he hoped that in a very short time the Tls. 5 per share return of capital would be sent to the shareholders.

THE YANGTZE WHARF AND GO-DOWN COMPANY, LIMITED.

The annual meeting of shareholders of the above company was held last week at the office of the general agents, Messrs. Carlowitz & Co., Shanghai. There were present, Mr. Charles E. Rayner (presiding), Messrs. K. Oldorp, H. E. Arnhold (Directors), R. McGregor, J. Stampff, H. O. White, I. R. Michael, B. Rosenbaum and Carl Hoffmann (Secretary), representing 1,525 shares.

The notice convening the meeting having been read the Chairman spoke as follows:—

Gentlemen:—Before proceeding with the business of the meeting I wish to express the regret of my colleagues and of myself personally at the loss we have sustained last year through the decease of Mr. Lemke and of our Manager, Mr. F. H. Rogers; both were men of sterling character and all who have worked with them will remember them not only as able men of affairs but also as trusted and unfailing friends. To Mr. Rogers in particular the shareholders in this Company are indebted for his carefully thought out and efficient organisation of our business. To turn to our accounts it will hardly come as a surprise to you that we are, to my regret, again confronted by a decrease in the net amount standing at credit of Working account, the depression in trade from which we are all suffering has, if anything, made itself felt more severely still in the past year than in 1907 and it speaks well for the solid foundation on which our business rests that we should have been able to do as well as we have. You will see from the circumstance that our General charges amount to only Tls. 4,900, as compared with Tls. 8,000 in 1907, that every possible economy has been effected and when you turn to the Profit and Loss account you will furthermore see that whereas we had a debit of Tls. 2,900, for interest in 1907 we have a credit under the same heading this year of Tls. 1,700. We recommend you to continue the policy inaugurated last year of writing off regularly on your buildings and pontoons. Although some stand to book at much less than replacement cost we consider it wise to strengthen the Company's financial position by regularly depreciating these items. All buildings, pontoons and lighters have as usual, been kept in first class repair out of revenue. I now come to the subject of our Yangtzepoo properties. These, as you were told here this time last year, have been sold at a fair profit and Lot No. 2 has since been fully paid for; as regards Lot No. 1 the purchaser, as you will remember, had the right to withdraw on forfeiting the sum of Tls. 25,000, and paying one year's interest on the purchase price. According to the terms of sale a final settlement ought to have taken place last month. The purchasers having met with unforeseen difficulties in their arrangements for the utilization of the property approached the Board some time ago with a request to extend the final settlement, free of interest, to February of next year; they were quite prepared to forfeit their Tael 25,000 in case we should decline to do so,—and they had meanwhile faithfully paid interest on the purchase money so that we were in every respect fully covered and could have enforced the conditions of sale if we had so desired; we thought, however, that in the present state of the property market it would be wiser to meet our friends and we trust you will approve of this. The matter of the sale of Yangtzepoo Lot No. 1 will, therefore, remain open until February next. The interest on the purchase price meanwhile received has been credited to the property account in question and the Tls. 25,000 which the purchaser will have to forfeit in case he fails to complete, together with further Tls. 25,000 which he had meanwhile paid on account but which we have to return to him in case he does not complete, appear in our balance sheet under "Sundry Creditors." Business at the Wharf has been showing signs of picking up since the turn of the year and I trust we have seen the worst and shall be able to come before

you with better figures again next year. The staff of the wharf have attended to their duties with their customary zeal and deserve your thanks. Before moving the adoption of the report and accounts I shall be pleased to answer any questions which shareholders may wish to put.

No questions were asked, and on the proposition of the CHAIRMAN seconded by Mr. ARNHOLD the report and accounts as presented were passed.

Mr. MCGREGOR proposed that a dividend of fifteen per cent., equal to Tls. 15 per share, be paid for the year 1908. Mr. Michael seconded and the resolution was adopted.

On the proposition of the CHAIRMAN seconded by Mr. WHITE that Mr. G. Wiulleumier was re-elected auditor for the current year.

The CHAIRMAN said there was no further business, and thanked those present for their attendance.

A vote of thanks having been accorded to Mr. Rayner for his services in the chair, the meeting terminated.

THE CHINA AND MANILA STEAM-SHIP CO., LD.

The twenty-sixth ordinary general meeting of shareholders in the Company was held at the office of the General Managers, Messrs. Shewan, Tomes and Co., on the 3rd inst. Mr. R. Shewan presided, other shareholders present being Dr. J. W. Noble and Mr. H. P. White (Consulting Committee) Mr. G. Moffatt (Secretary), and Messrs. W. A. Dowley, A. G. Gordon, C. Klinck, R. C. Walker, A. Temperley, H. F. Campbell and A. A. Cordeiro.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, We now lay before you the report and accounts for 1908, copies of which have been in your hands for some time. I regret that we have to again come before you with a poor showing for the year's work, but the same tale is being told by all shipping companies all over the world, and we cannot expect to be an exception. We all know that the trade of the world has shrunk in the last two years, but unfortunately for shipowners the supply of tonnage does not shrink equally rapidly, and until supply and demand are better adjusted than they are at present we cannot expect to see any great improvement in freights. Our earnings in 1908 were, however, rather more than in 1907, in spite of a heavy falling off in the cattle trade, but this was more than offset by increased expenses as our coal bill, owing to the drop in the value of the dollar, was some \$17,000, higher, our portage bill, our officers being all paid in sterling was for the same reason nearly \$5,000 more, while repairs were about \$8,000, in excess of last year, a total of say \$30,000, thus turning a profit on working last year of \$18,000 into a loss this year of \$12,000. But as I said a twelvemonth ago we must not be disheartened; we are only going through a cycle of bad trade; the present condition of shipping is abnormal and will change as trade revives and surplus tonnage is worked off. We have seen bad times and worse before, and will see them again I suppose, but we have also seen good times and will see them too again, and before very long I think. I suppose I shall be twitted with optimism and be told that I have no good grounds for it. Well in Scotland we say that facts are "chiefs that winna ding" so let me give you some facts. This is what I read in the *Investors Review* by last mail, dated 27th February:—"Last week's revenue figures were again good, income aggregating £5,256,137. Reckoning from Monday last there are thirty-three working days of the fiscal year remaining, and if the revenue for that period were to come at the same daily average as last week's receipts gave, March 31st would see the Chancellor of the Exchequer possessed of some £2,000,000 more than the estimate of last April. In other words, it would only require an average daily income of less than £820,000 to fully cover the estimate, whereas last week's daily average receipts amounted to £876,000." These are facts and last night's telegram saying that the net deficit for the year (which ended on 31st March) is only £926,000 confirms them and shows that the long-looked-for improvement is setting in at home at last. May I also

Bonnar to the Consulting Committee, and the mention the following facts for the benefit of the pessimists who are never tired of prophesying the ruin of England and England's trade, Hongkong, of course, disappearing with the rest. At the annual meeting of the Association of Chambers of Commerce held in London on 2nd March the President alluding to the fiscal question said "we continued to export largely to protectionist countries" and who was our best customer? Germany! He further remarked "In the trade with Belgium a country of cheap labour, our highly efficient Consul-General at Antwerp, Sir Cecil Hertslet, reported that the value of the exports of goods to Great Britain did not approach that of the goods of British origin sent to Belgium. Where the door was open—in India and the Far East, in South America and in Africa—we held a commanding supremacy. Our trade has not been carried on unprofitably. The reports of the Commissioners of Inland Revenue showed how vast was the amount and how rapid the growth of the public wealth." So much for general trade. As for shipping the Chairman of the London and India Docks Company at their half yearly meeting stated that "what was satisfactory was that while in London, in their own docks they had had an increase in shipping tonnage of 61,000 tons last year, Hamburg had had a decrease of 364,000 tons, Antwerp a decrease of 127,000 tons, and Rotterdam a decrease of not very much short of 1,200,000 tons." Surely in face of these facts one has the right to be optimistic and to refuse to believe that our trade is leaving us. As for our own particular line, we lost the benefit of the cattle trade with Manila for some time last year owing to quarantine restrictions, but that we do not expect to occur again, and we also hope to reap some good from the sugar crop, which is a very large one this year in the Philippines. As you will have seen from the newspapers, we have had much trouble on board the steamers with opium smuggling into Manila. We have taken every precaution that a long experience can suggest to us to stop this practice, but from the ease with which the stuff can be hidden owing to its small bulk the result of the most rigorous search cannot be depended upon to absolutely ensure that there is none of it concealed on board. The opium question is no doubt a difficult one out here, but it has not been made simpler by the language of exaggeration, not to give it a shorter and less polite description, which has been indulged in by many at home who should know better. Charity it is said, should begin at home, but one cannot help wondering if those good people whose minds are so exercised about the morals of the Chinese ever realise the condition to which a much greater number of their own people have been brought by similar indulgence in alcoholic liquors. They are so anxious about the opium mote in the Chinese eye that they ignore the alcoholic beam in their own, and yet the word their Master used for such inconsistent professors was I think "hypocrite." Be that as it may the unfortunate steamers have to suffer while the time of their officers is taken up searching for a drug which will only be replaced, if it ever be displaced, by some other form of it in patent medicines or by alcohol, which latter will certainly be no improvement on opium. As for the accounts they are simple and clear, and I do not think they require any comment, but I may say that the amount due for outstanding freights has almost all been since collected. Before I move the adoption of the Report and Accounts I shall be happy to answer any questions from shareholders.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts as presented.

The motion was seconded by Mr. WHITE, and carried *nem con.*

Messrs. H. P. White and Dr. J. W. Noble were re-elected to the Consulting Committee on the motion of the CHAIRMAN, seconded by Mr. CORDEIRO.

Mr. KLINCK proposed the reappointment of Messrs. W. H. Potts and A. O'D. Gourdin as auditors.

The motion was seconded by Mr. GORDON and carried.

The CHAIRMAN That is all the business, gentlemen; I am much obliged to you for your attendance.

THE ANTI-OPIMUM CRUSADE IN CHINA.

With what varying success the anti-opium measures of the Chinese Government are being attended may be gathered from the following extracts which we make from the news-letters from correspondents of the N.-C. Daily News:—

SZECHUAN.

February 25.

While conferences are discussing how best to deal with the opium question, the energetic Viceroy of Szechuan is acting. The 1st of the 2nd moon was the date fixed to close all opium dens in this city. To-day as one rides through the streets not a single sign was visible; and where opium dens formerly did thriving business may now be seen either the desolate room, or it may be a room undergoing repairs for some more wholesome merchandise. The 1st of the 3rd moon is the date appointed for closing all dens in Szechuan. That such drastic measures can be taken evidences what is probably a fact, that the gentry and literati of Szechuan are making it a question of patriotism. During the last two or three years there has been a growing opposition to opium. This opposition takes a practical turn when opportunities afford as, for example, in one of the districts north of Chengtu, where formerly large quantities of opium were grown, this year not a blade is seen, the gentry having petitioned the Viceroy, owing to a shortage of crops, to forbid its growth. The effects of the prohibition were felt in the neighbouring districts. The same spirit is seen in other places. The writer has recently travelled through seven magistracies and only in one, Yuinhsien, was a blade of opium found. This district has been a large contributor of the drug, and it was almost comical to see the vacillating spirit of the farmers as depicted by the fields where for years opium reigned supreme. In some fields two and three other forms of vegetation were striving for mastery. There was an uncertainty as the quantity that should be allowed to opium and so in parallel lines were wheat, beans and turnips. In fields that would easily hold 1,000 plants only 100 could be counted. The rest had been dug up, as rumours spread of possible punishment. If opium dens can be abolished and the growth of opium prohibited Szechuan can pride herself on achieving one of the greatest moral reforms of the century.

The Kiating correspondent writes:—There can be no doubt of the decrease of the growth of opium in this Fu. Your correspondent has travelled about a thousand li through the neighbouring Hsiens during the last few months and saw not a single blade. A friend who has come on a journey from beyond Mengtze, Yunnan province, says he saw no opium until he reached Szechuan and even then but very little. While it is quite evident that the officials are succeeding in prohibiting the growth, it is almost equally evident that their efforts, at least in this Fu, to prohibit the smoking so far, have accomplished little or nothing. The dens thrive in every town and there seems no decrease in the patronage they receive. We are waiting with interest for the enforcement of the new proclamation.

HONAN AND ANHUI.

March 10.

There has been such perfect order and quietness here for a while, that there is almost nothing to write. But there is one matter that will likely be of real interest, as showing with what decision the opium question is taken hold of here. At different times this winter and last autumn I have been through the sections of Gwoyang, Rungcheng, Kweitefu, Zircheng and Luihsien. Pochou and Gwoyang are in Anhui, the other places mentioned are in Honan. In the autumn the proclamation was sent out that all land that had, in the earlier autumn, been planted with poppy should be ploughed up and put in wheat. Most every one obeyed orders, but there were the few who seemed to wait to see if they really must quit the cultivation of the poppy. Thus one has been able to see, here and there, small patches of it. Last week, while out on a long circuitous trip, we passed a market town, where the Da Lao Ye was spending a few days, and from there sending out men in ever direction

to see if there were any who were still growing the weed. Many of the farmers were disturbed and I was told that some tens of men, who had allowed the weed to grow, had been seized and beaten. Then the collar was put on them and they were sent to the city to await the return of the Da Lao Ye, when it was thought that they would be set at liberty, only on payment of a fine. Some shopowners, who had been selling the opium had also been seized and treated no less decidedly. If one is to judge from these immediate surrounding communities, he has much to encourage him to believe the opium traffic is soon to see its end.

HUPEH.

March 19.

An opium Wei-yuen has come to Chengtu to establish a new office. Two proclamations regarding opium have been issued. One was to the effect that after the Autumn of this year the growing of the poppy must cease. That will not affect this district very much as round about Ichang there is little cultivation of the poppy. The other proclamation was, in connexion with the new office. All shops selling opium have to be registered and to pay an extra tax. Opium shops with a capital of \$10,000 have to pay annually \$6, those with \$5,000 pay \$4, those under \$5,000 pay \$2. Opium smokers have to register themselves. The smokers are divided into three grades—those over sixty years of age, those over fifty and those under fifty. On registering they receive a ticket and must report themselves every ten days. We hear very few have presented themselves for registration.

KWEICHOW.

In the line of opium restriction there seems to be nothing doing in these parts. The traffic goes on as of old, despite the proclamation declaring a prohibition of culture, sale and use after the first day of the present year. In comparison with the increased price of all necessities of life opium is now cheaper than ever before. There are just about as many smokers as ever.

SHANSI.

The Taiyuanfu correspondent of the *Peking and Tientsin Times* writes under date of March 17th:—For years past this Province has been known as the one most cursed by the opium evil. In Taiyuanfu, itself, it is said that half the people smoke, women as well as men, and in many of the country districts the proportion must be even greater. In spite of the great local consumption, there was still opium left over for export to Chili and other neighbouring Provinces; and that grown in a mountain valley to the South of the Capital is famous as being the finest opium in China. A traveller passing through in the Summer time can see any well-watered district ablaze with poppy blossoms, and his first duty on arriving at an inn is to clear the room of smokers. Such being the case one can imagine the sensation that has been produced by the sudden prohibition of its growth. Through the length and breadth of the Province not one square yard is to be given over to its cultivation; and what is still more to the purpose, men are being sent in all directions to see that the order is being carried into effect. This total prohibition is to endure for three years, when the position will be reconsidered.

What will happen? Is the Official attitude an earnest one? and if so, will it be respected? These are difficult questions; the ground is still hard and the workmen are not yet in the fields; but after the fourth month the truth will be out. There are not wanting Chinamen who laugh at the whole business and say that it is merely a question of the size of the bribe, and one is tempted to hazard the guess that in suitable places out of sight of the main highway the poppy will still bloom.

In a country governed by a bureaucracy there is always a great deal of such dodging, and to accept the Official case as it stands will never do. For instance in Taiyuanfu there are some seven or eight shops licensed to sell opium, and anyone going there to purchase must give his card and state his age and occupation. Yet it is common knowledge that the stuff can be got at any shop and no questions are asked of a discreet customer.

Dr. Jones, a well-known Manila dentist, was stricken with smallpox on Sunday and died the following day.

FAR EASTERN TELEGRAMS.

RAILWAY DISASTER IN JAPAN.

Tokyo, April 8th.
Twenty passengers have been killed or injured in a train disaster near Aomori, the train being blown off the track in a typhoon and falling down the embankment.

PIRACY NEAR JOHORE.

Singapore, April 10th.
Malay pirates have attacked a Chinese junk anchored near Johore. They killed seven of the crew and tortured the captain until he confessed where the valuables were stored. The pirates took away money and goods and decamped in prauhs. The Singapore police launch has gone to investigate.

[FROM THE "CHUNG NGOI SAN PO"]

CHINESE CONSULATES.

Peking, April 6th.
The Board of Foreign Affairs has consulted with the British and Netherlands Ministers at Peking regarding the establishment of Chinese Consulates at Hongkong and Java.

DETECTIVES REQUIRED.

Peking, April 6th.
Prince Su has requested the Throne to send officers abroad to be trained as detectives.

RAILWAY CONCESSION REFUSED.

Peking, April 8th.
The Board of Foreign Affairs has refused to grant a concession to a French syndicate for the construction of a railway in province of Kwangsi.

CHINESE POST OFFICE LOSSES.

Peking, April 8th.
The Revenue Department has discovered that the losses on the Imperial Chinese Post Office for last year amount to more than Taels 100,000.

NAVY REORGANISATION.

Peking, April 8th.
The Board of Finance proposes to utilise the sum of Taels 3,700,000 derived from the tax on opium, on the reorganisation of the Chinese Navy.

DEPARTURE OF LADY LUGARD.

Her Excellency Lady Lugard left the colony on April 10th by the *Empress of Japan* for Shanghai, en route to England via Siberia. We need hardly add that her ladyship's departure is universally regretted in the colony and that the keenest sympathy is felt both for Lady Lugard and H. E. the Governor in the circumstances which necessitate the separation. Compelled by ill-health in the Spring of last year to leave the Colony for the summer, Lady Lugard had not been back more than ten days, before she was again, in the early days of January, confined to her bed with a severe attack of gastritis, and for many days she lay in a dangerous condition. Recovery has been slow and Lady Lugard is still weak. Fortunately the weather, for the time of the year, has been exceptionally fine, and it is gratifying that her ladyship's progress, though slow, has not been interrupted since she reached the convalescent stage. We share in the general wish that the voyage to Vladivostok and the bracing climate of Siberia will have the beneficial results anticipated, and that Lady Lugard may be able to enjoy at Home the health and activity which, unhappily, has been denied her here.

The Japanese newspaper published at Dalny states that Mr. Jeffrey, of the Tientsin branch of the Hongkong and Shanghai Bank, has been studying local conditions at Dalny with a view to the opening of a branch of the Bank there.

SIR FREDERICK LUGARD ON "ADMINISTRATION."

His Excellency Sir Frederick Lugard is one of the contributors to "The Frontiersman's Pocket Book." As is fairly well known the Legion of Frontiersmen is a civilian self supporting and self governing association officially recognised in Great Britain and most of the colonies as a means of securing for the service of the statesmen of good character who have been trained in wild countries, at sea, or in war. The Council of the Legion registers such men in view of their individual usefulness to a field force as guides, scouts, craftsmen and irregular mounted rifles. In each country throughout the British Empire units are being raised for home defence and, where men can be spared, for service in Imperial defence in time of war.

"The Frontiersman's Pocket Book" is published with a view to adding to the usefulness of the members of this force, but its value will be appreciated by a much larger circle. Hints on almost everything are given, from how to find one's way in unknown country, to defend one's self when attacked, to look after a horse, to adapt one's self to varying climates, and so on, down even to the wedding and the burial service.

The book has many contributors, among the number being Sir Frederick Lugard whose experiences in Africa were such as to render him an authority for frontiersmen. His Excellency writes on administration as under:—

You ask me to give you a "few definitions as to the fundamental principles which actuate the work of a British Administrator," in order that the Legion of Frontiersmen may be better able to assist the Authorities.

I am somewhat at a loss to know how to answer this question in any concise way which would be of practical use. The fundamental principles of straight-dealing, loyalty, etc., you are as well acquainted with as I am.

In dealing with subordinates, especially British, I believe in thoroughly trusting those who show themselves capable and energetic, and allowing to every man the maximum responsibility he is able to carry. Interference with a loyal and capable man who is doing his best, and doing it well, only discourages him.

In dealing with natives, consistency and continuity of policy are essential; vacillation fatal. Sympathy with their point of view, and a study of their language and customs, give the Administrator great influence over them. Be rather more ready to reward good work than to punish bad, and always maintain the prestige of the ruling race. That is best done by compelling them to admit to themselves that their rulers are more capable than they are themselves, are never deficient in physical courage, and have much greater moral courage. In dealing with Foreign States, a British Administrator considers it his duty to act in all circumstances with absolute straightforward integrity. Even though he may think that a foreign officer in a period of strained relations is not "playing straight," he considers it beneath his birthright to stoop to the methods of which he may suspect him, and it never pays to do so. Above all, never accept reports of the conduct of foreign officers as being true until you hear their own admission, or convincing proof. More friction has been caused on our frontiers by hasty belief in seemingly true reports by natives—who say they actually saw the matters they report, but who have either exaggerated or lied to please you—than by any other means.

ALLEGED FAILURE TO ASSIST THE DROWNING.

At the Magistracy on April 8 the case in which a Chinese boatman was charged with failing to render assistance to drowning persons, a condition under which the licence is obtained. Inspector Langley, who conducted the prosecution, informed Mr. Hazeland that in this case the man was actually drowned and if assistance had been rendered his life would probably have been saved. Edwin A. Long, assistant in the Standard Oil company, said the deceased was his servant. He was on the Kowloon beach when he heard that the boat had been capsized and that his servant had disappeared in the water. He jumped in and

looked for the body, and while swimming about he met a sampan which was coming from a stone junk. He clambered aboard and asked the boatman to assist, but he refused, notwithstanding that witness offered him \$30. Witness then asked the man to let him have a rope but this was also refused. Witness called to the junk on which defendant was and asked him to assist but he declined. Witness added that the body was only in the water a few minutes and he was confident that if he had obtained assistance then he could have restored him by means of artificial respiration. Defendant denied that he had a sampan, but Inspector Langley stated that one of the sampans lying alongside shortly after the occurrence was defendant's. In reply to his Worship, Inspector Langley said that it could not be proved that defendant was on the boat at the time that assistance was called for. His Worship adjourned.

The case concluded before Mr. F. A. Hazeland at the Magistracy on April 9th in which a junk master was charged with refusing assistance to a drowning countryman on the Kowloon beach. His Worship found the charge proved and fined the defendant \$100, in default two months' imprisonment.

WEDDINGS.

At St. John's Cathedral on the 3rd inst. the marriage of Mr. Kenneth K. Wilson of Yokohama, to Miss Lilian Mary Witchell, daughter of Mr. J. Wilchell, of the Green Island Cement Company, was solemnised, the Rev. F. T. Johnson conducting the ceremony. The bride, who was given away by her father, wore a beautiful gown of white *ninon de soie*, trimmed with Brussels lace and white ribbon, and finished with a spray of orange blossoms. She was attended by Miss Edie Witchell (sister) and Miss Minnie Labert as bridesmaids, and Mr. L. J. Blackburn supported the bridegroom as best man. The bridesmaids wore beautiful ivory white silk dresses and Leghorn hats which were trimmed with forget-me-nots and daisies. A reception was held afterwards at the Hongkong Hotel.

A very pretty and interesting wedding took place at Christ Church, Shameen, on Saturday the 3rd April, when Mr. E. A. Stanton, Senior Partner of Messrs. Deacon and Co. was married to Miss Violet Mackrill Smith daughter of Mr. George Mackrill Smith, who for many years resided in Canton. In the absence of her parents, who are now living in England, the bride was given away by her brother, Mr. H. Staples Smith, who has also been for many years in Canton. The service which was fully choral, was conducted by the Rev. P. Jenkins; Mr. W. G. Saunders was best man, whilst Mr. R. C. Comrie and Mr. E. H. Smyth acted as ushers, Mr. H. F. Baker, a cousin of the bride, presiding at the organ.

After the ceremony a reception was held by Mr. and Mrs. Staples Smith at the Deacon Hong, which was charmingly arranged for the occasion. The newly-married couple, standing under an enormous silver bell received the congratulations and good wishes of their numerous friends. The health of the bride and bridegroom was proposed by Mr. Herbert F. Dent in a few well chosen words, and the hearty way in which the toast, was received illustrated the great esteem and regard in which they are held in Canton.

Amid the throwing of much rice the happy pair left Shameen for Macao where the first few days of the honeymoon will be spent.

The wedding presents which were both costly and numerous were on view and one noticed some handsome gifts presented by the Officers of the Hongkong, Canton and Macao Steamboat Co. Masonic Lodge and others.

Mr. James T. Du Bois has been appointed consul general of the United States at Singapore. Mr. Du Bois is a very well-known American and formerly editor of the *National Republican*, a Washington newspaper. He was consul at Aix-la-Chapelle, Germany, and afterwards at Leipzig. He has been editor of the laws of the Department of State since 1901.

COMMERCIAL.

IMPORTS:—

RICE.

HONGKONG, 12th April.—The tone of the market remains unchanged and the prices are about the same as when last reported.

Saigon, Ordinary	\$4.50	to	\$4.55
" Round, Good quality	\$4.60	to	4.65
" Long	4.70	to	4.75
Siam, Field mill cleaned, No. 2	\$4.85	to	4.90
" Garden, " No. 1	\$4.50	to	4.70
" White,	\$4.75	to	4.80
" Fine Cargo	\$5.00	to	5.05

JAPANESE MARKETS.

IMPORTS.

Kobe, 31st March.—Cotton.—American.—The official report issued on the 21st instant for the past year gives the total crop at 13,408,000 bales being considerably above the estimated quantity. Prices, however, have not been much affected and continue to fluctuate within a small range. Latest quotation for "forward" Middling was Y.31.50. Business is quiet. "Spot" nominal at Y.31.00. Indian.—Owing to high prices ruling, no business of importance has transpired in "forward." "Spot" likewise is dull, due to mills having supplied their requirements for the time being. Broach closes at Y.26.75; Akala Y.23.00. Bengal Y.23.00. Chinese.—Practically no business is reported in this direction, owing to high prices ruling as compared with other Cotton. Best is quoted at Y.27.00. Common Y.23.75. Shirtings.—No change since last report. Cotton Goods and Fancies.—No change since last report. Worsteds and Woollens.—No change since last report. Metals.—Market extremely dull, with the only exception of Tinplates, in which article good spot transactions are being done at advancing prices. Pig Iron is suffering from over-supply and whilst stocks of Bar Iron are not abundant buyers are holding off fearing a further drop in home quotations. Sugar.—Cane.—Raw.—Java.—The market has declined. Formosa.—The market remains firm. Osaka Refined.—The usual auction took place on the 23rd instant when 5,000 bags Osaka, 1,000 Yokohama and 800 Kobe Sugars were offered and all withdrawn. Rice.—Weak with downward tendency. The House of Peers have shelved a bill to increase the duty on imported Rice and other cereals which was introduced and passed by the Lower House.

EXPORTS.

Copper.—Though prices at home have experienced a slight recovery no business has been doing as holders of copper are keeping back their stocks in anticipation of higher values in future. Fish Oil.—No stocks, quotations nominal. Rice.—In the absence of demand from abroad the market is weak and declining. Cotton Yarn.—The market is weaker. Vegetable Wax.—Market quiet and no buyers at present quotations. Matting.—Demand dull, prices remain unchanged and are so low that it is said they scarcely cover expenses, little work on looms therefore. Straw Braid.—Now that the demand for the current season has been practically filled prices of both Straw and Chip Braids are steady.

PIECE GOODS.

Messrs. Noel, Murray & Co. in their Piece Goods Report, dated Shanghai 2nd April, 1909, state:—Advices of an encouraging nature have come down from Newchwang somewhat earlier than was anticipated and have put considerably more life into this market. The chief effect so far as Importers are concerned is felt in the better clearances that are being experienced, though a considerable quantity of American goods have changed hands amongst the native dealers. Buyers from first hands are acting very cautiously and working off the purchases they made for Spring arrival before committing themselves any further. The apparent apathy which the dealers are showing, regarding forward buying must not be mistaken, it is the only policy to pursue at present and Import houses should encourage it and exercise patience. It is no use cutting prices in order to effect sales from stock as goods to replace can only be obtained for distant delivery. There is a strong under current of enquiry for Tientsin, for which market it is said a good proportion of the American makes booked early in the year have changed hands. The disposition to draw supplies from here instead of ordering direct shipments is certainly increasing, although there is in some cases a tendency to try and coax the trade back again by a re-introduction of the credit system that has worked such havoc not only there, but here also. It was certainly not

legitimate trading and the end it would come to was long foreseen. Too great trust had been put in the much vaunted integrity of the Native dealers and they failed to stand the test, with the result that Importers who had allowed those long credits for years have been the sufferers. An attempt is now being made to recover the losses through the Chinese Government on the ground that the local officials have rendered no assistance in bringing the defaulters to book. Here the Authorities have gone to the trouble of making long lists of cases for trial, numbering over 240 for last year, a large proportion of which have not yet been called, and already over 50 for this year, but little satisfaction is ever got out of them.

The root of the whole matter was the want of proper precautions when orders were booked brought about by the growing competitions in this trade, and the consequent endeavour to undermine the business of rivals. News comes from Hankow that through the depreciation of Copper Cash the employees in the native Piece Goods Hongs and Shops have struck for higher wages, with the consequence that all the said Hongs and Shops are closed. It is not anticipated, however, that the strike will last very long, and so far no falling of is noticeable in the shipments from here. Manchester keeps very steady without much being booked for this market. The rise in the Cotton market may have a strengthening effect, the Liverpool quotation for Mid American coming this morning 5.05d. for "spot" and 5.01d. for June/July option. Egyptian remains unchanged at 7½d. The New York market is showing slightly more disposition to trade in some quarters, though many of the Mills have taken up a very firm attitude, intimating that no counter offers will be entertained and no parcels can be broken. Business is thereby undoubtedly restricted, but some has been done, though just how much it is difficult to find out. Prices are certainly no lower. The fact is gradually coming out that several Mills in the States have ceased making cloths for China, their looms being more profitably employed on goods for the home trade, so that a number of erstwhile well-known chops will be missed from this market. Cotton has further recovered to 9.43 cents for July option. The market for Yarns is again quieter native holders being willing to supply the demand a tael to a tael and a half under what Importers are asking. In this way fully 5,000 bales are said to have been resold this week. The corner on the Osaka Exchange forced prices up to Yen 139.00 a bale but they have since dropped to Yen 121.60 for April and Yen 115.70 for May. A good business is passing here at firm prices. Local spinings are also firm and Native Cotton is strong and in only moderate supply. Very little has been done in English makes either firm stock or for forward delivery, but clearances are going on satisfactorily, especially for the North. There is rather more inquiry for Prints and certain classes of White Shirtings. In Grey goods 8.4-lbs. are easier, but no specific sales are mentioned. In American goods we hear of a fairly large sale of Pepperell Drills at Tls. 5.10 less 1% from first hands, and fresh purchases in New York of Loay A 3 yard Sheetings at 10s 5½d. and Clifton C C C Sheetings of the same weight at 10s 3d. Pacific shipment. Resales of these goods are reported to Newchwang to the extent of fully 3,000 bales of which we hear the following are included—New Horse and Dog Tls. 4.60, Abbeville and Loray A Tls. 4.75/80. Blue Large Stag and Large Sheep Head Tls. 4.10, Cameron, 2 Rabbits Tls. 4.85 and Buck's Head Tls. 4.90. In Drills we hear of 2 Eagle at Tls. 4.42½ and Three Fish at Tls. 4.45. The Auctions have shown a weaker tendency, especially for the staple makes of Grey and White goods. Turkey Reds are showing some irregularity, but without much change. Fast Black Cotton Italians, although showing some irregularity in the majority of cases are certainly no stronger. In Woollen goods some colors of Camlets have shown better prices, but they are more than counterbalanced by the decline in others. Lastings sold at steady to firm prices, Long Ells irregular, Spanish Stripes weak.

EXPORTS:—

MISCELLANEOUS EXPORTS.

Per P. & O. steamer *Delhi*, sailed on 3rd April, 1909. For Hamburg—6 bales goose quill. For Manchester—586 bales waste silk. For Gibraltar.—17 bales silk piece goods, 1 bale curios. For Milan—10 bales raw silk. For Valencia—20 bales raw silk. For Lyons—328½ bales raw silk. For Marseilles—210 bales raw silk, 100 bales waste, silk, 5c ases bristle, 9 cases bird feather, 1 case silk Pongee. For London—72 bales raw silk, 232 bales waste silk, 11 cases silk, 31 Pkgs Personal Effects. For Naples—19 bales silk goods. For Beyrouth 5 bales Punjum Book.

HONGKONG QUOTATIONS.

Hongkong, 6th April, 1909.

Hongkong markets:—

Apricot	\$19 to 20
Borax	\$18 to 19
Cassia	\$23 to 23½
Cloves	\$32 to 33
Camphor	\$80 to 85
Cow Bezoar	\$70 to 120
Fennel Seed	\$8
Galangal	\$3 to 4½
Grapes	\$18 to 20
Kismis	\$19 to 21
Glue	\$26
Olibanum	\$3 to 14
Oil Sandalwood	\$250 to 300
" Rosa	\$70 to 90
" Cassia	\$192½
Raisins	\$13½
Senna Leaves	\$8
Sandalwood	\$32 to 33
Saltpetre	\$10 to 11

HONGKONG SHARE QUOTATIONS.

HONGKONG, 8th April, 1909.—Owing to the Easter holidays our report is issued a day earlier than usual. During the period under review our market has ruled somewhat quiet but steady at current rates, and a very fair investment business has been put through. At the close there is little or no pressure to sell, and in many cases there is considerable difficulty in obtaining supplies at quoted rates. Sterling exchange has remained steady during the interval, and closes at 1/8½d T. T. with Barsilver at 23½d. The T. T. rate on Shanghai has receded to 7½d.

BANKS.—Hongkong and Shanghai in the earlier part of the week fell to \$910 at which rate a few shares were put through, but later the rate hardened to \$920 with sales, the tendency at the close being toward further firmness. London has improved to £86.10.0. There is no change to report in Nationals which are still wanted at \$51.

MARINE INSURANCE.—Small sales of Unions at \$850 are reported but at the close shares are procurable at \$845. China Traders have improved to \$90 and Yangtszes to \$217½, both closing in request. North Chinas are wanted at Tls. 100 and it is probable that better could be done with shares actually in hand to offer Sales of Cantons have again been effected at \$187½.

FIRE INSURANCES.—Hongkongs under an unsatisfied demand have advanced to \$320 after sales at \$315. Chinas are easier with sales and sellers at \$105.

SHIPPING.—Hongkong, Canton and Macao have been booked at \$29½ and \$29½ closing firm at the former rate but with some sellers at the latter quotation. China and Manilas have been booked and are still wanted at \$8. Douglas have buyers at \$35 and Indos at \$61 for the combined Preferred and Deferred shares after sales at that rate and at \$60. Star Ferries can be placed at quotations, and Shell Transports at the improved rate of \$5/6.

REFINERIES.—China Sugars have been booked at \$137½ and \$135 and close with some shares offering at the former rate. Luzons are neglected with sellers at \$17.

MINING.—There is no change to report in Charbonnages which are still in request at \$600. Raubs have been booked at the reduced rate of \$8, and are wanted.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been sold in considerable quantities at \$80 and \$81 closing steady. Kowloon Wharves close firm at \$51 after sales at the rate, and at \$50 and \$50½. Shanghai Docks, and Shanghai and Hongkew Wharves are locally unchanged at Tls. 85 and Tls. 162½ respectively.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled quieter, and sales have been effected at \$97. Kowloon Lands are wanted in a small way at \$30, and Humphreys Estates at \$8½. Hongkong Hotel have hardened, and there are now buyers at \$84. Shanghai Lands in the North have improved to Tls. 118.

COTTON MILLS.—In the absence of Telegraphic advice we quote the Northern mills under latest mail reports as follows:—Ewos Tls. 119, Internationals Tls. 93½, Laon Kung Mows Tls. 110, and Soy Chees Tls. 410. Hongkongs are still procurable at \$9.

MISCELLANEOUS.—Bells Asbestos are wanted at \$10, and Campbell Moores at \$9. Cements have been booked at \$8.90 ex dividend, and China Borneos at \$11.30 ex dividend. Electrics have sold and are still procurable at \$19½ and Ropes at \$24. Laces have further receded, \$170 with sales and sellers. Watkins have been done at \$3 and Watsons at \$9 both closing in further request. Powell have buyers at \$2½.

MEMOS.—Company Meetings advertised—Union Insurance Society of Canton Limited and China Trade Insurance Company, Limited 21st instant, Hongkong Electric Company, Limited 24th instant.

Quotations are as follows:—

STOCKS	PAID UP	QUOTATIONS
Alhambra, Ltd.	Ps. 200	Nominal
Banks—		
Hongkong & S'hai....	\$125	\$92½, \$86.10.
National B. of China	£6	\$51, buyers
Bell's Asbestos E. A....	12/6d.	\$10, buyers
China-Borneo Co.	\$12	\$11.30, x.d., sal & sel
China Light & P. Co....	\$10	\$5
China Provident	\$10	\$9½, sellers
Cotton Mills—		
Ewo Cotton S. & W.	Tls. 50	Tls. 119
Hongkong C. S. Co.	\$10	\$9, sellers
International	Tls. 75	Tls. 23½
Laon Kung Mow	Tls. 100	Tls. 110
Soychee	Tls. 50	Tls. 410
Dairy Farm Co.	\$6	\$14½, sales
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$51
H. & W. Dock	\$50	\$80
New Amoy Dock	\$11	\$9½, buyers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 8½
S'hai & H. Wharf....	Tls. 100	Tls. 102½
Fenwick & Co., Geo....	\$25	\$12, sellers
G. Island Cement Co.	\$10	\$8.90, x.d., sal & sel.
Hongkong & C. Gas....	£10	\$210, buyers
Hongkong Electric....	\$10	\$19½, buyers
Hongkong Hotel Co....	\$50	\$84, buyers
Hongkong Ice Co....	\$25	\$170, sellers
H. K. Milling Co., Ltd.	\$100	Nominal
H'kong Rope M. Co....	\$10	\$24 sales & sel.
Insurances—		
Canton	\$50	\$187½
China Fire	\$20	\$105 sales & sel.
China Traders	\$25	\$90, buyers
Hongkong Fire....	\$50	\$320
North China	£5	Tls. 100 buyers
Union	\$100	\$85, s. Pers
Yangtze	\$60	\$217½, buyers
Land and Buildings—		
H'kong Land Invest.	\$100	\$97, sales
Humphrey's Estate	\$10	\$8.75, sales
Kowloon Land & B.	\$30	\$30
Shanghai Land....	Tls. 50	Tls. 118
West Point Building	\$50	\$44, sellers
Mining—		
S. F. des C. du T'kin	Ps. 250	\$60, buyers
Raubs	18/10d.	\$8, buyers
Peak Tramways Co., Ltd.	\$10	\$14
Philippine Co., Ltd....	\$10	\$2
Refineries—		
China Sugar	\$100	\$137½, sellers
Luzon Sugar	\$100	\$17, sellers
Robinson Piano Co.	\$50	\$59, sellers
Steamship Companies—		
China and Manila....	\$25	\$8, sales & buy.
Douglas Steamship	\$50	\$35, buyers
H., Canton & M.	\$15	\$29½, sellers
Indo-China S. N. Co.	£5	\$10, buyers
Shell Transport Co.	£1	\$20, buyers
Star Ferry	\$10	\$55/6, buyers
South China M. Post...	\$5	\$15
Steam Laundry Co....	\$25	\$24, sellers
Union Waterboat Co....	\$5	\$5½
Stores & Dispensaries—		
Campbell, M. & Co....	\$10	\$9, buyers
Wm. Powell, Ltd.	\$7	\$2½, buyers
Watkins, Ltd.	\$10	\$3½, buyers
Watson & Co., A. S.	\$10	\$9, buyers
Weissmann, Ltd.	\$100	\$140
United Asbestos	\$1	\$12½
Union Waterboat Co....	\$10	\$230
	\$10	\$10, sales

VERNON & SMYTH, Brokers.

SHANGHAI SHARE QUOTATIONS.

5th April, 1909

COMPANY.	PAID UP	QUOTATION.
Banks:—		
Hongkong & S'hai....	\$125	\$950, sellers
National of China....	£6	\$50
Russo-Chinese	R187½	Tls. 175
	T125	
Insurance:—		
Union Society C'tn ..	\$100	\$825, buyers
North-China	£5	Tls. 105, sales
Yangtze Ass. cn.	\$60	\$225, buyers
Canton	\$50	\$195, sales
Hongkong Fire....	\$50	\$337½, sales
China Fire	\$20	\$107, sales
Shipping:—		
Indo-China { pref. }		Tls. 45
Shell Trans. (ord.)	£1	\$22.14.6
& Trading (pref.)	10	\$29.10.0
S'hai Tug & (ord.)	T50	Tls. 50½, buyers
Lighter ... { pref. }	T50	Tls. 52½, buyers
Taku Tug & Lighter	T50	Tls. 48
Kochien Transporta-		
tion & Tow Boat	T50	Tls. 42½, buyers
Docks & Wharves:—		
S'hai Dock & Eng....	T100	Tls. 85, sales
H. & W. Dock	\$50	\$91, sellers
S. & H'kew Wharf....	T100	Tls. 160, buyers
H. K'loon W. & G....	\$50	\$45, sellers
Yangtze	T100	Tls. 217½
Sugar Companies:—		
Perak Cultivation....	T50	Tls. 127½
China Refining	\$100	\$112½, buyers
Mining:—		
Raub Australian	£1	\$8, buyers
Chinese Eng. & Min.	18/10	Tls. 18½, buyers
Lands:—		
S'hai Investment	T50	Tls. 118, sales &
H'kong Investment	\$100	\$93
Humphreys' Estate	\$10	\$10½
Weihaiwei	T25	Tls. 8, buyers
China	T50	Tls. 50, sellers
Anglo-French	T100	Tls. 97½, x.d., buy.
Cotton:—		
Ewo	T50	Tls. 120
International	T75	Tls. 93½, buyers
Laon Kung Mow	T100	Tls. 111, buyers
Soy Chee	T500	Tls. 410, sales
Industrial:—		
Shanghai Gas	T50	Tls. 113, buyers
Major Brothers	T50	Tls. 50
Shanghai Ice	T25	Tls. 14
China Flour Mill....	T50	Tls. 38, sellers
S'hai Pulp & Paper	T100	Tls. 38, sellers
Green Is. Cement....	\$10	\$10, sales
Maatschappij, &c.,		
in Langkat	Gs. 100	Tls. 785, buyers
Shanghai-Sumatra		
Tobacco	T20	Tls. 140,
S'hai Waterworks....	£20	Tls. 435, sales
Anglo-Ger. Brewery	100	\$80, sellers
A. Butler Cement,		
Tile Works	50	Tls. 20, sales
Kalumpung Rubber	50	Tls. 100, sellers
S. R'her Estates ...	T100	Tls. 165, sellers
Eastern Fibre	\$10	
Shanghai Electric		
Construction	£10	\$8.7.6, buyers
Miscellaneous:—		
Hall & Holtz	\$20	\$231, buyers
A. Llewellyn	\$60	\$52, buyers
A. S. Watson & Co.	\$10	\$9½
Central Ordinary ...	\$15	\$18, buyers
Central Founders ...	\$15	\$100, buyers
S. Moutrie & Co....	\$50	\$46, sales
Weeks & Co.	\$20	\$27, sales
Astor House Hotel	\$25	\$20½, buyers
Hongkong Hotel Co.	\$50.00	Tls. 90, sellers
Hotel des Colonies	T12.50	Tls. 6, sellers
Lane, Crawford & Co.	100	\$152½, buyers
Dunning & Co.	50	\$50, sales
S'hai Horse Bazar...	T50	Tls. 50, sellers
S'hai Mercury	T50	Tls. 50
S'hai Mutual Tele.	T50	Tls. 62½, buyers
China Im. & Ex.		
Lumber	T100	Tls. 83, sellers
Shanghai Electric &		
Asbestos	\$25	\$22, sellers
Dallas Horse Re-		
pository	T50	Tls. 25
Printing Co.	T50	Tls. 50

J. P. LISSE & Co.

Shanghai, 5th April 1909.

Yesterday's official quotations from the Stock Exchange are:—Shanghai Dock and Engineering Co., Ltd. shares at Tls. 84 for cash; Shanghai and Hongkew Wharf Co., Ltd. shares at Tls. 165 and 165½ for June, and Tls. 160 for cash; Maatschappij etc. in Langkat shares at Tls. 785 and 792½ for cash, and Tls. 817½ for June; Hall and Holtz, Ltd. shares at \$23½ for cash; Tebong Rubber shares at Tls. 10 for June; Shanghai Land Investment Co., Ltd. shares at Tls. 118 for cash; Weeks & Co., Ltd. shares at \$27 for cash; Shanghai Gas Co., Ltd. shares at Tls. 115 for cash; Shanghai Waterworks Co., Ltd. shares at Tls. 422 for cash, ex div.; Tramways bearer shares at £8. 7s. 6d. ex 2/3½; Laon Kung Mow C. S. & W. Co., Ltd. shares at Tls. 111 for cash; Shanghai-Sumatra Tobacco Co., Ltd. shares at Tls. 150 for June; and Shanghai Municipal 6% Debentures 1907 shares at Tls. 104.

EXCHANGE.

ON LONDON.—	HONGKONG, April 10th.
Telegraphic Transfer	1/8½
Bank Bills, on demand	1/8½
Bank Bills, at 30 days' sight	1/8½
Bank Bills at 4 months' sight	1/9
Credits, at 4 months' sight	1/9½
Documentary Bills, 4 months' sight ..	1/9½
ON PARIS.—Bank Bills, on demand ..	219
Credits 4 months' sight	223
ON GERMANY.—On demand	178
ON NEW YORK.—Bank Bills, on demand	423
Credits, 60 days' sight	43½
ON BOMBAY.—Telegraphic Transfer ..	130½
Bank, on demand	131½
ON CALCUTTA.—Telegraphic Transfer	130½
Bank on demand	131½
ON SHANGHAI.—Bank, at sight	74½
Private, 30 days' sight	75½
ON YOKOHAMA.—On demand	84½
ON MANILA.—On demand	85½
ON SINGAPORE.—On demand	74½
ON BATAVIA.—On demand	104½
ON HAI PHONG.—On demand	10½ p.c. pm.
ON SAIGON.—On demand	10 p.c. pm.
ON BANGKOK.—On demand	86½
FOREIGNERS, Bank's Buying Rate	\$11.35
GOLD LEAF 100 fine, per tael	\$59.20
SILVER per oz	27½

FREIGHT.

Hankow, 31st March.—Per Conference Steamers To London and Northern Continental ports 47/6 per ton of 40 cft. plus river freight. To Genoa, Marseilles or Havre 47/6 per ton of 40 cft. plus river freight. To New York (via Suez) General Cargo 32/- per ton of 40 cft. plus river freight. To New York (via Suez), Tea 37/6 per ton of 40 cft. plus river freight. To New York (Overland) per carload; Tea G. \$1.50 cents per lb gross; less than carload Tea G. \$1.75 cents per lb gross; plus river freight. To Shanghai:—Tea and General Cargo, Tls. 1.80 per ton, weight or measurement.

SHIPPING.

AIRIALS AND DEPARTURES SINCE LAST MAIL.

April:—	ARRIVALS.
2, Chunsang, British str., from Sourabaya.	
2, Delhi, British str., from Shanghai.	
2, Fooshing, British str., from Chinkiang.	
2, Helios, Nor. str., from Bangkok.	
2, Hongkong, French str., from Hoihow.	
2, Japan, British str., from Calcutta.	
2, Prinz Sigismund, Ger. str., from Sydney.	
2, Takasaki Maru Jap. str., from Kobe.	
2, Tean, British str., from Manila.	
3, Chihli, British str., from Hoihow.	
3, Glenlogan, British str., from London.	
3, Jlyria, German str., from Shanghai.	
3, Machaon, British str., from Liverpool.	
3, Meefoo, Chinese str., from Shanghai.	
3, Nord, British str., from Singapore.	
4, Chinhua, British str., from Shanghai.	
4, Derwent, British str., from Saigon.	
4, Eastern, British str., from Australian.	
4, Fukui Maru, Jap. str., from Moji.	
4, Haimun, British str., from Swatow.	
4, Haiyang, British str., from Coast Ports	
4, Holstein, German str., from Weihaiwei.	
4, Hsing Shun, Chinese str., from Wuhn.	
4, J. Diederichsen, Ger. str., from Pakhoi.	
4, Marie, German str., from Bangkok.	

4, Ping Suez, British str., from Shanghai.
 4, Tango Maru, Jap. str., from Shanghai.
 4, Yangtze, British str., from Singapore.
 5, America Maru, Jap. str., from Mororan.
 5, Changsha, British str., from Sydney.
 5, Choising, German str., from Bangkok.
 5, Daiya Maru, Jap. str., from Wakamatsu.
 5, Fuki Maru, Jap. str., from Moji.
 5, Hupeh, British str., from Hongay.
 5, Kowloon, German str., from Chinkiang.
 5, Tientsin, British str., from Wuhu.
 5, Tjipanas, Dutch str., from Macassar.
 5, Yuensang, British str., from Manila.
 5, Zafiro, British str., from Manila.
 6, Arratoon Apar, Br. str., from Moji.
 6, Chiyuen, Chinese str., from Shanghai.
 6, Hanoi, French str., from Haiphong.
 6, Prinz Ludwig, Ger. str., from Yokohama.
 6, Tjiliwong, Dutch str., from Moji.
 6, Totomi Maru, Jap. str., from Kobe.
 6, Yesan Maru, Jap. str., from Kutchinotzu.
 7, Buelow, Ger. str., from Hamburg.
 7, Chenan, British str., from Shanghai.
 7, Chowfa, German str., from Bangkok.
 7, Daigi Maru, Jap. str., from Tamsui.
 7, Germania, German str., from Swatow.
 7, Haiching, British str., from Coast Ports.
 7, Haimun, British str., from Swatow.
 7, Ischia, Italian str., from Bombay.
 7, S. Rickmers, Dutch str., from Tamsui.
 8, Kamor, Norwegian str., from Haiphong.
 8, Korea, Am. str., from San Francisco.
 8, Kumeric, British str., from Manila.
 8, Szechuen, British str., from Chinkiang.
 8, Trigonía, Dutch str., from Bilak Pappou.

April:— DEPARTURES.

2, Haitan, British str., for Swatow.
 2, Hakata Maru, Japanese str., for Kobe.
 2, Helene, German str., for Shanghai.
 2, Linan, British str., for Shanghai.
 2, Loongsang, British str., for Manila.
 2, Montrose, British str., for Kutchinotzu.
 2, Peking, Swedish str., for Shanghai.
 2, Rubi, British str., for Manila.
 2, Triumph, Ger. str., for Hoihow.
 2, Wakamiya Maru, Jap. str., for Shanghai.
 3, Benalder, British str., for Nagasaki.
 3, Delhi, British str., for Europe.
 3, Laisang, British str., for Singapore.
 3, Paklat, German str., for Swatow.
 3, Prinz Sigismund, Ger. str., for Yokohama.
 3, Takasaki Maru, Jap. str., for Bombay.
 3, Tjimahi, Dutch str., for Billiton.
 3, Wakamatsu M., Jap. str., for Wakamatsu.
 4, Amara, British str., for Saigon.
 4, Amigo, German str., for Hongay.
 4, Anhui, British str., for Shanghai.
 4, Binh Thuan, French str., for Kehao.
 4, Borneo, German str., for Kudat.
 4, Cheongshing, British str., for Swatow.
 4, Daijin Maru, Jap. str., for Shanghai.
 4, Korat, German str., for Bangkok.
 4, Nord, British str., for Ningpo.
 4, Wuhu, British str., for Amoy.
 5, Haimun, British str., for Swatow.
 5, Hangsang, British str., for Shanghai.
 5, Kwangtah, Chinese str., for Shanghai.
 5, Thordis, Norwegian str., for Haiphong.
 6, Anghin, German str., for Bangkok.
 6, Bujun Maru, Jap. str., for Swatow.
 6, Eastern, British str., for Shanghai.
 6, Haiyang, British str., for Swatow.
 6, Hongkong, French str., for Hoihow.
 6, Japan, British str., for Singapore.
 6, Jlyria, German str., for Straits.
 6, Machaon, British str., for Kutchinotzu.
 6, Tean, British str., for Manila.
 7, Atsuta Maru, Jap. str., for Singapore.
 7, C. Diederichsen, Ger. str., for Haiphong.
 7, Devawongse, German str., for Bangkok.
 7, Haimun, British str., for Swatow.
 7, J. Diederichsen, Ger. str., for Hoihow.
 7, Kiang Ping, Chinese str., for Chinkiang.
 7, Mathilde, German str., for Haiphong.
 7, Prinz Ludwig, German str., for Europe.
 7, Tenyo Maru, Japanese str., for Shanghai.
 7, Yatshing, British str., for Shanghai.
 8, Buelow, German str., for Shanghai.
 8, Erroll, British str., for Salina Cruz.
 8, Germania, German str., for Wuhu.

PASSENGERS.

ARRIVED.

Per *Jlyria*, from Shanghai, Master Willer.
 Per *Chihli* from Hoihow, Mr. C. K. Harrison.
 Per *Hangsang*, from Shanghai, Mr. Archibald.
 Per *Mathilde*, from Haiphong, Mr. Fregillus and family.

Per *Tjiliwong*, from Moji, Mr. C. van Dommelan.

Per *Haimun*, from Swatow, Mr and Mrs Roeser, and Dr. M. Reiber.

Per *Arratoon Apar*, from Moji, Messrs S. R. Boyd and Thos. Rutherford.

Per *Yuensang*, from Manila, Messrs W. B. Buntschuh, Jose Perez, Carlos E. Smith, Hans Kimcir, George Unwin and P. C. Hays.

Per *Tean*, from Manila, Mr and Mrs Motel Goldstan, Mrs L. M. Levy, Mrs Kemp and child, Miss Lena Goldstan, Messrs G. Ezekiel and S. Abrams.

Per *Tango Maru*, from Japan, &c., Mr and Mrs D. J. L. Myers, Mr and Mrs W. Ohmee and 4 children, Messrs Fred. P. Yandeaw, J. T. Wilkie, O. C. Kench and Shelton W. Greer.

Per *Atsuta Maru*, from Yokohama, &c., Mrs N. Bonlistch, Mrs C. S. Girgil, Master Philip Virgil, Messrs Y. Ogita, Crombie, N. Bonlistch, H. G. S. Green, R. A. Wilson and C. S. Virgil.

Per *Ischia*, from Bombay, &c., Mr and Mrs Gerio, Mr and Mrs Penck and 2 boys, Rev. and Mrs G. Cook, Rev. and Mrs Have, Rev. & Mrs Smith and 2 boys, Misses S. Hudman, Campbell and A. L. Milland.

Per *Japan*, from Calcutta, &c., Mesdames Campbell, W. R. C. Jewell, Dubaurey and E. H. Von Helden, Messrs W. Carrie, D. Roberts, G. F. Ross, E. H. Mansfield, Campbell, E. H. Von Delden, Dubaurey, J. A. Burke Scott and L. Agamoor.

Per *Zafiro*, from Manila, Mr and Mrs J. Thayer, Mr and Mrs Jones and child, Mr and Mrs Champlain, Mr and Mrs Wafeg, Mrs V. Abin, Mrs H. Freeman, Mrs J. Mumford, Mrs W. H. Miller, Mrs E. Goodwood, Mrs A. Belter, Misses J. Shaw, A. Barin, Blundell, E. McHillo and L. Elhorion, Master L. Yangco, Judge Nislozeuns, Dr. Buergar, Messrs T. Yangco, Rothnook, Y. Porter, J. G. Porter, L. R. Goodwood, E. Atkison, J. Mitchell, E. Wetgel, Graham Himper, W. Downel, J. H. Davis, H. Lieser, L. H. Brown, R. Meacham, L. D. Thomas, J. C. Hanley, A. H. Brown and E. F. Oniel.

Per *Eastern*, from Australian Ports, &c., Mr and Mrs C. Stone, Mr and Mrs C. Samuels, Mr and Mrs Jas Cousins, Mr and Mrs H. M. Donald, Mr and Mrs E. C. Patching, Mr and Mrs P. Young, Mr and Mrs E. Williams and infant, Mr and Mrs T. Field, Mr and Mrs Mason, Mr and Miss Barnett, Master and Mrs Penzigg, Mrs J. O. Foisyth, Mrs Maher, Mrs E. G. Asay and son, Mrs Tormey, Misses M. J. Reid, H. Wallace and maid, M. and J. Tormey, Colonel G. Rowe, Commander J. A. Dougherty, Judge Chas. Willard, Messrs Hans Ricker, M. Glumozz, M. Mathiessen and servant, L. Evans and S. W. Fisher.

Per *Delhi*, for Hongkong, from Yokohama, Mr K. Wilson; from Shanghai, Dr. and Mrs Rossler and servant, Capt. Ludholme, Messrs Sladgate, H. V. Dawson, Lachlan and servant, D. J. Donne, Wilson and servant, M. Tackey and S. D. Smith; from Yokohama, for Marseilles, General J. C. Dalton, Capt. Vandelaar, Messrs Yoshimura and C. Eberdstien; from Shanghai for Penang, Mr and Mrs Goldie, and Mr C. B. Kotiar; for Singapore, Capt. Partter and 3 servants, Messrs J. L. Trevor, McLaren and Lidbetter; for Bombay, Mr and Mrs R. N. Solina and infant, Mrs Vicajee & child, Messrs D. S. Wadia, Powell and servant; for London, Mr and Mrs Thomas, infant and 2 children, Mr and Mrs P. Parker and 2 children, Mr and Mrs Tibbons and infant, Mr and Mrs J. Wood, and Miss Thomas.

Per *Prinz Sigismund*, for Hongkong, from Sydney, Mr and Mrs Ridge, Mr and Mrs Beinszen, Mr and Mrs Swift, Mr Lathrop and valet; from Simpsonhafen, Messrs Doellinger and family, Schaffrath and Niklasson; from Brisbane, Dr. G. Angenheister and Mr T. Tetsch; from Manila, Col. and Mrs Brown, Capt. and Mrs Oliver, Mr and Mrs Dommes, Mr and Mrs Parsons, Mr and Mrs Partene, Mrs R. Clark, Mrs Paulisch, Miss C. Church, Lieut. T. Bradshaw, Dr. L. Coher, Dr. S. Maristany, Captains Stoermer & Vovgdt, Rev. Father A. de Tong, Messrs E. Magnat, C. S. Brown, R. Murga and family, Mery, Hauslet, Guenther, C. Pell, E. K. Salz & T. A. Cantor; from Manila, for Kobe, Mrs C. T. Robins; for Yokohama, from Sydney, Miss H. Feige; from Brisbane, Mr and Mrs Davidson, and Mrs T. Perraud.

Per *Haiyang*, from Coast Ports, Miss Ingalls, Messrs Spencer and Wull.

Per *Chowfa*, from Bangkok, Messrs M. T. Cooke Collis, R. Krenker and Aug. Pironano.

Per *Prinz Ludwig*, from Shanghai, Sub-Lieutenant and Mrs Mater, Mr and Mrs A. Weingarten and child, Mrs F. D. Barnetto and child, The Bishop of Victoria, Dr. G. E. Goode, Misses de Grucky, E. Hartel and Godstein, Messrs J. E. Griffiths, F. Kunze, H. P. Harland, Jos. Kimmelmann, E. Bull, R. J. Matheson, J. Vaughan, L. Gamlan, H. W. Andrew, B. P. Dahiwalla and G. A. Bena.

DEPARTED.

Per *Hakata Maru*, for Japan, Col. and Mrs Lambert, Capt. and Mrs H. Say, Mrs Readnell, Mrs Iwazaki, Mrs M. Sone and child, Misses Lord, Wybrants and Voules, Lt.-Col. Reid, Dr. K. Shiga, Messrs J. C. McCoy, Campenon, MacQueen, Hayakawa, Fujii and Ramaciotti.

Per *Buelow*, for Shanghai, Mrs Wallen and 2 children, Mrs Beauchamp, Dr. G. Angenheister, Messrs Maristany, A. F. Silva, Unwin, K. Kenilein, J. Fischer and J. Krewol; for Nagasaki, Mrs Yamashita, Mrs Higuchi and Mr M. Hechter; for Kobe, Messrs R. M. Dyer, C. Takahashi and Gunther; for Yokohama, Mr and Mrs W. L. Cosgrove, Mrs and Miss Laugsteur, Miss H. Feige, Messrs G. Innes and family, Buergers and Lathrop.

Per *Delhi*, for Europe, &c., Mr and Mrs List, Mr and Mrs Scholtz, Mr and Mrs Wood, Mr and Mrs W. B. St. John, Mr and Mrs Taylor, Mr and Mrs Strong, Mr and Mrs Gibbons, Mr and Mrs Soliner and child, Mrs and Miss Dougherty, Mrs M. Huston, Mrs Jack, Mrs Vicajee and child, Misses Thomas and Reeves, Captain Barker, Vandelaar and R. G. Raines, General Dalton, Inspector Cameron and family, Master Hyland, Messrs Twine, Trever, A. B. Skottowe, Brand Yoshimura, C. Watkins, H. G. Battiscombe, Zimmerman, Higgins, F. G. Heape, Carr Harris, F. A. Mackintosh, D. Reid, Kular, Kohir, Thomas and family, J. M. Forbes, Breman Whittaker and family, Wadia and Daw.

Per *Tenyo Maru*, for Shanghai, &c., Mr and Mrs E. A. Stanton, Mr and Mrs J. A. Thayer and valet, Mr and Mrs N. Moyeysky, Mr and Mrs E. A. Leigh, Mr and Mrs E. H. Bishop, Mr and Mrs T. E. Lee, Mr and Mrs James E. Champlin, Mr and Mrs W. H. Chapman, Mr and Mrs R. Xavier, Mr and Mrs Brown, Mr & Mrs H. Beinszen, Mr and Mrs J. S. Swift, Mr and Mrs J. Ridge, Mr and Mrs H. McDonald, Mr and Mrs P. L. Dobourcq and 2 children, Mr and Mrs Cuniac, Mr and Mrs C. H. Over, Mr and Mrs K. Wilson, Mr and Mrs Bozzolo, Mr and Mrs J. F. Talcott, Mr and Mrs A. Pastene, Mr and Mrs Campbell, Mr and Mrs L. R. Woodward, Mr and Mrs A. E. Chambers, Mr and Mrs F. del Fierro, Mrs W. H. Miller, Mrs A. Butler, Mrs I. A. Mumford, Mrs S. R. Clarke and maid, Mrs Hughes, Mrs Wm. McMillan, Mrs Laura A. Gormley, Mrs M. Stott, Mrs Christie, Mrs R. W. Thayer & maid, Mrs Emma J. Smith, Mrs Kate Freeman, Mrs E. P. Magnat, Mrs D. C. Howard and child, Mrs M. Atwood, Mrs T. B. Tolman, 2 children and servant, Mrs K. Harker, Mrs Geo. Case, Misses I. Shaw, K. Uldall, Peterson, M. Scott, V. E. Yondaw, F. and K. Christie, Grace Holly, B. Bearin, Francis Ford, Edith and Julia Talcott, and L. Ccrpus, Lord Linlithgow, Judge R. W. Thayer, Major T. C. Goodwin, Major D. C. Howard, Doctors J. Homans and Ernst Von Eieben, Messrs E. C. Atkinson, W. Downie, W. D. Ross, S. V. Uldall, G. H. Edwards, W. Mitchell, H. J. Fagen, Dierig, J. J. Scott, J. McLeod Campbell, R. B. Hine, Bradshaw, C. Peel, C. S. Brown, Jr., H. W. Fulton, W. E. Basset, F. Hinkley, F. W. Edwards, J. F. Nickerson, H. Tkott, Ansley K. Salz, Wilkie, Faasen, Bonnefay, Helen M. Hume, Hugo Bade, D. C. Stewart, S. Miyasak, K. Matsunaga, T. Yamamoto, K. Nakagawa, K. Kuriu, Y. Araki, Ridgeway, Pedro Martinez, James Talcott, R. L. Carwford, Bonnier, M. S. Silverstone, H. L. Stewart, W. B. Rothroch, H. Brown, R. D. Meacham, L. Brown, D. Thomas, Robt, H. Cobb, E. H. Mansfield, E. J. Jewell, A. G. Wachawinsce, F. H. Davis and Patrick Daly.

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